



Sonoma 116

— A SCENIC HIGHWAY —

— DISC 4 —

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1966

FINAL REPORT OF THE SONOMA 116 SCENIC HIGHWAY CORRIDOR STUDY

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 4 SAN FRANCISCO

SEPTEMBER 1988

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Cover design courtesy of Lenny Weinstein

INTRODUCTION

This report is intended for the use of Sonoma County and the City of Sebastopol in preparing programs for the protection and enhancement of the scenic corridor along Route 116 in Sonoma County. This report will also aid the California Department of Transportation (CALTRANS) in evaluating applications for official designation of the route as a State scenic highway.

Assessing the scenic qualities of and determining measures needed to adequately protect the corridor have been primarily based upon the following Sonoma County Plans:

- * Lower River Specific Plan
- * Forestville Specific Plan
- * West Sebastopol Specific Plan
- * The Sonoma County Coastal Plan of 1980
- * Russian River Area Study 1--Land Use and Zoning Plan
- * The Hessel Study--A Specific Plan

This study will be separated into three segments which were determined in collaboration between CALTRANS, the City of Sebastopol, the Sonoma County Planning staff, Ernie Carpenter, Fifth District County Supervisor, and the Sonoma County Scenic Highway Advisory Committee. (The committee was appointed by the Sonoma County Board of Supervisors to assist in providing County citizen input). During the early stages of the study it became apparent that one segment of the corridor was clearly of a higher priority for designation. Through the following structuring, one, or both segments can be independently officially designated. The segments are, in order of highest priority are as follows:

- 1) From Route 1 to the West end of Forestville
- 2) From the West end of Forestville
to the Southern edge of Sebastopol

The precise boundaries of the corridor are shown on the corridor map. The Sonoma County Planning Commission and Board of Supervisors, and the City of Sebastopol recommend official State designation of Highway 116 as a Scenic Highway from Highway 1 to the Southern edge of the City of Sebastopol's city limits.

JUSTIFICATION FOR CORRIDOR SURVEY

On May 12, 1983, and June 30, 1983, Assembly Bill (AB) No. 1026 was passed by the State Assembly and the State Senate respectively. This bill added Route 116 from Route 101 near Cotati to Route 1 near Jenner in Sonoma County to the Master Plan of the State Highways Eligible for Scenic Highway Designation. Subsequently, the Sonoma County Board of Supervisors passed a resolution on August 16, 1983 requesting the State Department of Transportation to conduct studies leading to designation of the route as an Official State Scenic Highway.

This route is already a Sonoma County scenic route.

There has been substantial local citizen support and interest in adopting this roadway as a State Scenic Highway. This support was instrumental in getting AB No. 1026 adopted.

HISTORY

History of Native Americans Along the Proposed Corridor:

Introduction

The study area encompasses three groups of Native Americans: Coast Miwok, Kashaya Pomo, and Southern Pomo. (See Exhibit D for boundaries of groups). These Native Americans should not be classified as being "tribes" or nations, but as a cluster of groups or small bands of people. Anthropologists agree that before the Europeans were settled here these Indians were language-related groups and did not perceive themselves as being units.

1. Coast Miwok

Even in Aboriginal times, the Coast Miwok population was small and has been diminishing rapidly:

| | |
|------------------|------|
| Aboriginal times | 2000 |
| 1851 | 250 |
| 1880 | 60 |
| 1888 | 6 |
| 1908 | 11 |
| 1920 | 5 |

Today there are a few persons that have some Coast Miwok blood, but they seem to have little knowledge of their culture.

There was no overall tribal organization. A large village had a chief, and this position was not hereditary. He "took care" of the people, offered advice and harangued them daily. An older chief and four elderly women would tutor a future chief, and when he was ready to take over, the incumbent withdrew or a poisoner was hired to liquidate him.

The common cause of death was poisoning. "Do it yourself" efforts were popular, and four kinds of professional poisoners were for hire. Mature men usually wanted to marry younger women and often had the younger men poisoned, to eliminate competition. Because of this chronic threat, a young woman's parents dared not reject a suitor.

Several well-known place-names in the San Francisco Bay Area were derived from the Coast Miwok language: Cotati (to punch), Olema (lake), Tamalpais (west hill or coast hill) and Tomales (west, west coast, or coast).

2. Pomos--General

Seven Pomo groups covered a large part of Northwestern California. The Pomos were primarily connected by a family of languages. The most divergent of the Pomoan languages differ from one another more than do Germanic languages such as German, English, and Dutch.

The extent and nature of tracts of land claimed by each village-community seems to have been primarily determined by the nature of the terrain and its ecology. The size of the tract claimed seems to have been determined by the need to assure access to a sufficient supply of food. Differences in the carry capacity of the environment resulted in several village-communities sometimes being in close proximity, as along the Russian River. Sizes of Pomo villages varied greatly from as few as 125 (in the Northern Pomo area) to as many as 1,500 (in a Central Pomo village).

Some names of villages located in the study area are:

- >Willow Creek area--Chalanchawi
- >Laguna de Santa Rosa--Masikawani, Kacintui, Tcileton, and Butswali
- >South of Sebastopol--Batiklechawi, Akapolopolowan, Butakatatakani and Bohoso

Chalanchawi was a large Pomo village located along the Russian River near Willow Creek.

a. Kashaya Pomo

The Kashaya occupied the coastal part of the corridor and thus had a history that differed from that of other Pomo groups. The Kashaya's first direct contact with Caucasians was not with Spaniards or Anglo-Americans, but with Russians at the Fort Ross colony between 1811 and 1842. Partly as a result of their unique history, with slower acculturation and relative freedom from forced removal to missions and reservations, they are now the best preserved of the Pomo groups.

Aboriginally, the Kashaya occupied about 30 miles of the coast of northwest Sonoma County and extended inland for about 5 to 13 miles. Since 1976, some of the Kashaya live on the 40-acre reservation within this territory, but many more are located elsewhere where in the county. The Kashaya held no rich valleys. The more desirable living sites, especially in winter, were near springs in relatively open land atop the ridge divides, above the dark densely forested canyons and riverbanks, and inland from the coastal wind and fog.

There was a village at the mouth of Willow Creek. This area can be seen along Highway 116 at the turnout near post mile (PM) 0.28.

b. Southern Pomo

The majority of the corridor was occupied by the Southern Pomo. The Southern Pomo population was decimated early, especially in the southern part of their territory, by missionization, Mexican slave raids, disease, and denser settlement by immigrants. Ethnic identity was lost in the region of Sebastopol several generations ago.

Along Highway 116 from Forestville to east of Duncans Mills, the redwood forests were extremely dense, dark and largely uninhabited. The few inhabiting Pomo bands were located at the mouths of streams and creeks. The banks of the Russian River were steep, but the river did provide a "natural roadway". The Pomos traveled up and down the Russian River in the summer and fall when the river was low. Their name for the Russian River was "Shabaikai".

In the Guerneville area along the Russian river banks, the Pomo women gathered the white willow and the sedge roots for making baskets.

In and around the Laguna de Santa Rosa, the bands of Pomos used reed boats for transportation and fishing. Resources were so abundant in the Sonoma, Napa, and Marin County regions that the population density of Native Americans was relatively high, especially in the Laguna de Santa Rosa area.

European Arrival into The Corridor Area

The first non-native settlers to arrive in the study area were Russians; thus the name the Russian River. The Russians were initially attracted to the Sonoma coast by an abundant source of sea otters which were used for fur trading. The Russians occupied this area during the period of 1810 to 1841. Fort Ross manager Peter Kostromitinov established a Russian farm on Willow Creek (Kostromitinov Rancho) during 1830-1838. By 1841, this farm had about 100 acres of wheat, a ranch house, barracks, granary, and a house for Indian workers. The Russians also had a boat landing somewhere near the Toll House, which can still be seen across the river. The Toll House was built in 1904 after a winter flood destroyed the local bridge. The Toll House was built to house the ferry tender who ferried passengers across the river until the bridge was rebuilt.

Starting in the 1850's, many areas along the Russian River experienced massive logging of large coast Redwoods, some as large as 25 feet in diameter. Actually Guerneville, named for George Guern, an influential person in the timber industry, was

originally called Stumptown for all the stumps remaining from logging. Guern's house is believed to have been located across from Fife's on Fife Creek and Route 116. Much of the lumber from these Redwoods was used to build San Francisco Bay Area houses. Beginning in the late 1800's, railroads transported the lumber from Stumptown, Monte Rio, Duncans Mills, and Cazadero through Camp Meeker, Occidental, Freestone, and down as far as Sausalito. Other trains carried tourists to and from fancy hotels such as the seven story hotel in Monte Rio (see Exhibit B for photograph). This hotel was built in 1901 and rebuilt several times since. This was an unusual building in that it was the first in Sonoma County to have an elevator and each of the seven floors opened out onto a ground level. (This was possible because the hotel was built on very steep terrain).

See the Exhibit B--"Historical Photographs" for photographs from 1873 through 1961.

The present day Bohemian Grove was originally used by a colony of Bay Area artists and musicians in the late 1800's, thus the original name "Bohemian".

The Russian River area has experienced severe forest fires; two notable ones occurred in August 1894 and the summer of 1923. Guerneville was affected by both of these and the fire of 1923 swept as far as west of Duncans Mills. During that fire, people were known to have resorted to sitting in their wells to enable them to survive the flames.

In the early 1900's, the River region began as a summer resort, and is still used in this way. However, there has been a gradual transformation from primarily summer vacation residence to year-around use. (In the 1960's, permanent residency was over 30 percent and it increased to about 50 percent in the 1980's).

The Roadway

Route 116 was originally Route 12 and was redesignated as 116 on September 20, 1963 (Senate Bill 64, Collier). Route 12 became part of the State of California Highway System on September 11, 1933, when the County of Sonoma relinquished its interest in maintenance of roads that constituted the new Route 12. Over the years, the route has been modified several times, but continues to retain a conventional highway status.

Some of the past major construction projects were as follows:

>>September, 1939, the section between Northwood Park and Guerneville was extensively realigned to accommodate the increase in vacationing traveler and to improve safety.

>>In 1940-1941 two sidehill viaducts were constructed just west of Guerneville.

>> In August 1972 Portions of Route 116 were realigned from 0.3 to 0.9 mile south of Guerneville Road and 0.3 mile south to 0.1 mile north of Oak Grove Avenue.

>> In the early 1960's there was a major realignment and construction of a new bridge over Austin Creek.

>> In the mid 1970's a sidehill viaduct was built just west of the Sheridan Ranch.

THE CORRIDOR

Determination of Boundaries

The corridor shown in Exhibit A is the result of collaboration between the Sonoma County Citizen's Advisory Committee, CALTRANS, and the Sonoma County Planning Department and the City of Sebastopol.

In a scenic highway study the corridor limits are principally determined by topography (landforms) and/or large, dense stands of vegetation limiting views from the highway. If vegetation or man-made structures do not obstruct views from the highway, the farthest ridgelines are the limits of the corridor. Only those ridges visible from the corridor are included; consequently, areas behind ridges are not included. The width of the corridor varies greatly from as little as 100 feet to as much as 14,000 feet. Property within the corridor could be subject to higher levels of planning controls to preserve the scenic quality.

Description of the Corridor from the Traveler's View

Please refer to Exhibit B to help with following the corridor description.

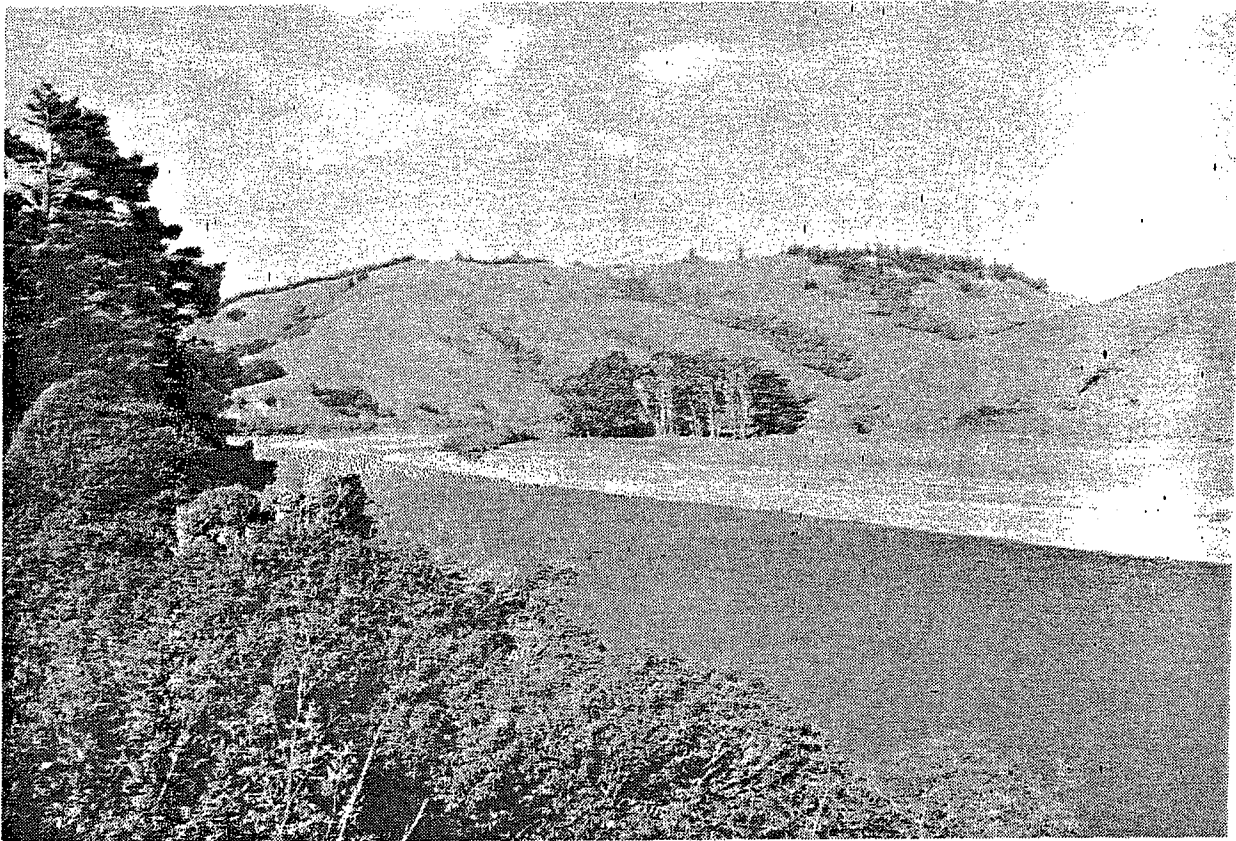
The corridor description begins at Highway 1 since this section is the highest priority area.

>>>>From Route 1 to West of Forestville<<<<

Traveling from the coast toward Cotati along Route 116, the viewer's initial impression is that of traversing a relatively wide valley with open views of primarily grassy hills spotted with trees. The Russian River dominates the landscape in this area. Most of this land is currently being used for cattle and sheep grazing.

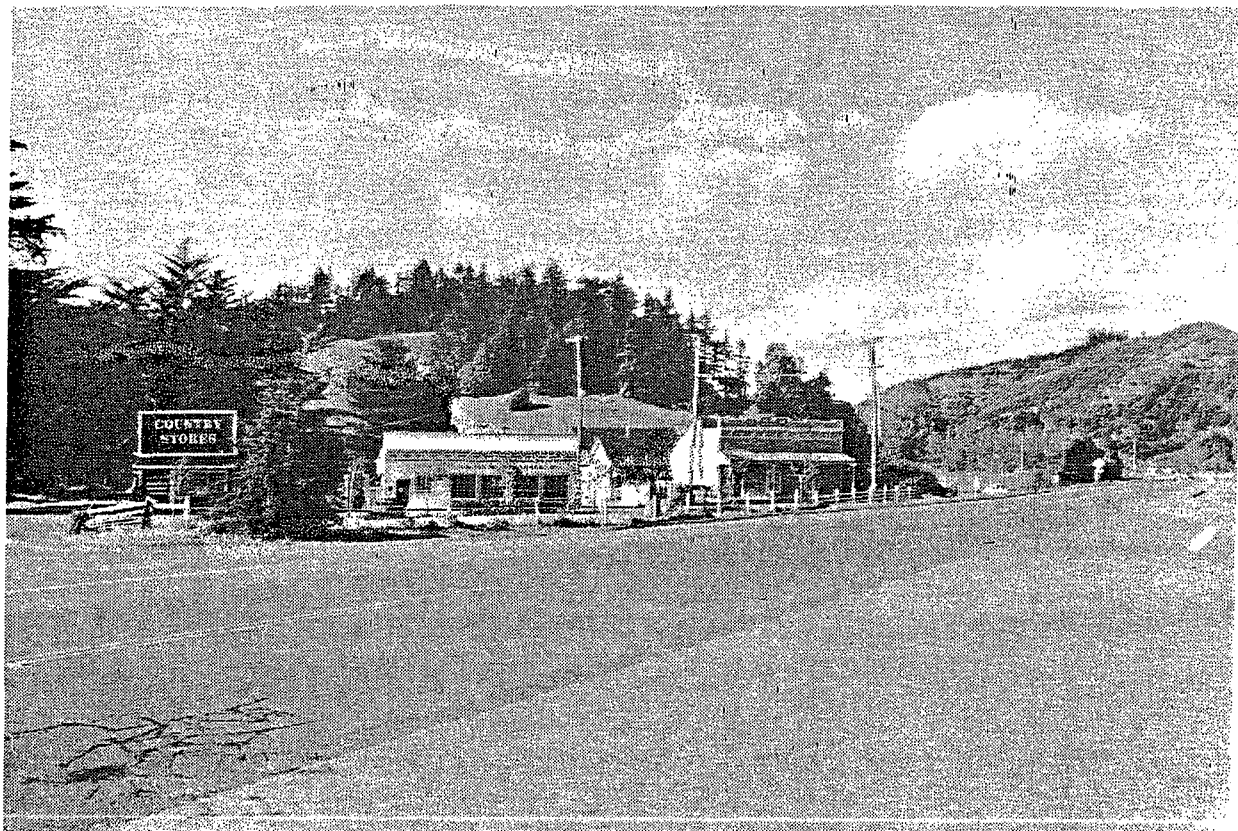
About a quarter mile east of Route 1, there is a view of the Willow Creek Valley. This is the area where the Pomo Indian village of Chalanchawi was located. Approximately one quarter mile east of this former Indian site one can still see the old ferry house and remnants of the ferry slip.

One mile east of Route 1 the landscape character dramatically changes into a narrow valley with steep hills densely covered with redwood and fir trees. The vegetation associated with the river is typically riparian, such as willows, maples and cattails. The view quality in this area is generally very striking since the terrain, vegetation, and the river all combine to form many attractive vistas.



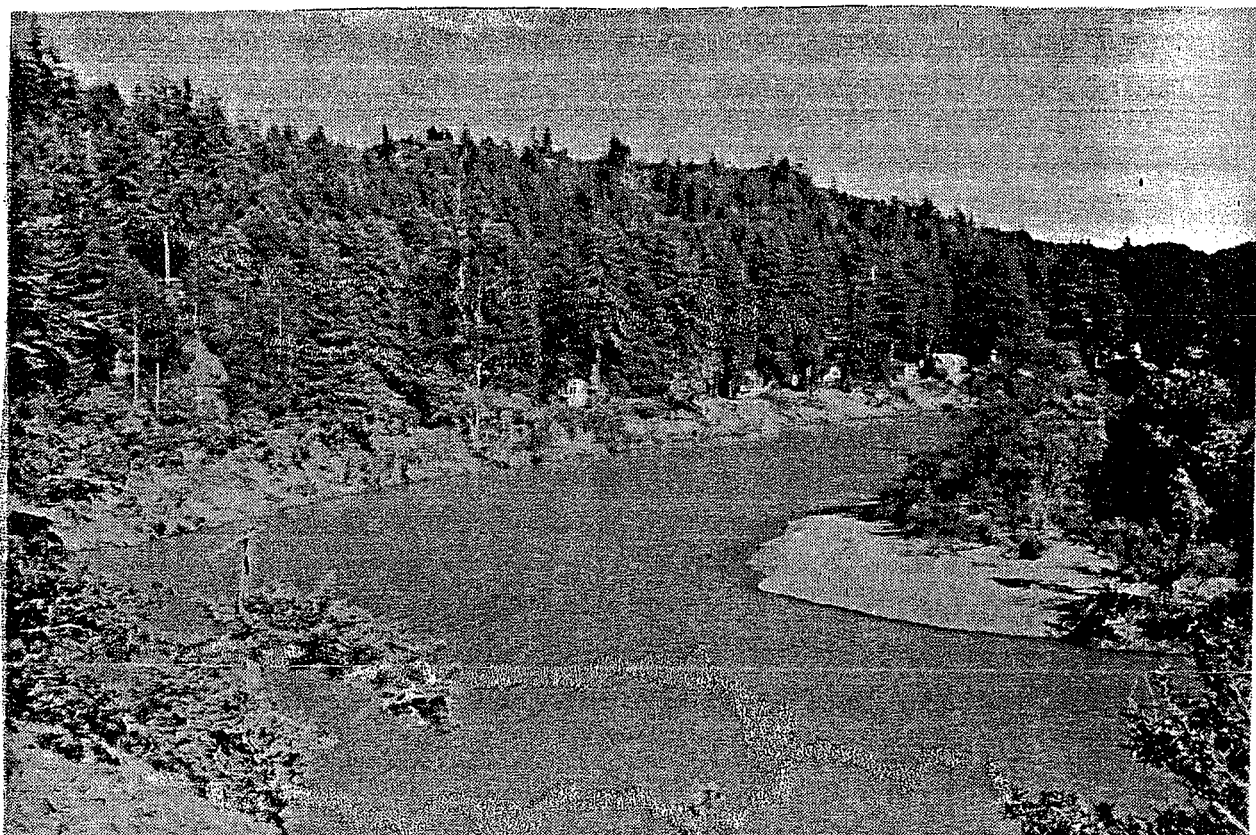
APPROXIMATELY 1/4 MILE EAST OF HIGHWAY 1 (WILLOW CREEK VALLEY
AREA--LOOKING SOUTH-EAST)

As one approaches the Duncans Mills community, which was originally a railroad town, the valley widens considerably and creates a feeling of being a small rural community with many clustered, well-maintained historically significant wooden structures. The Russian River is not very apparent from the highway in the Duncans Mills area. The hills are generally heavily wooded with conifers.



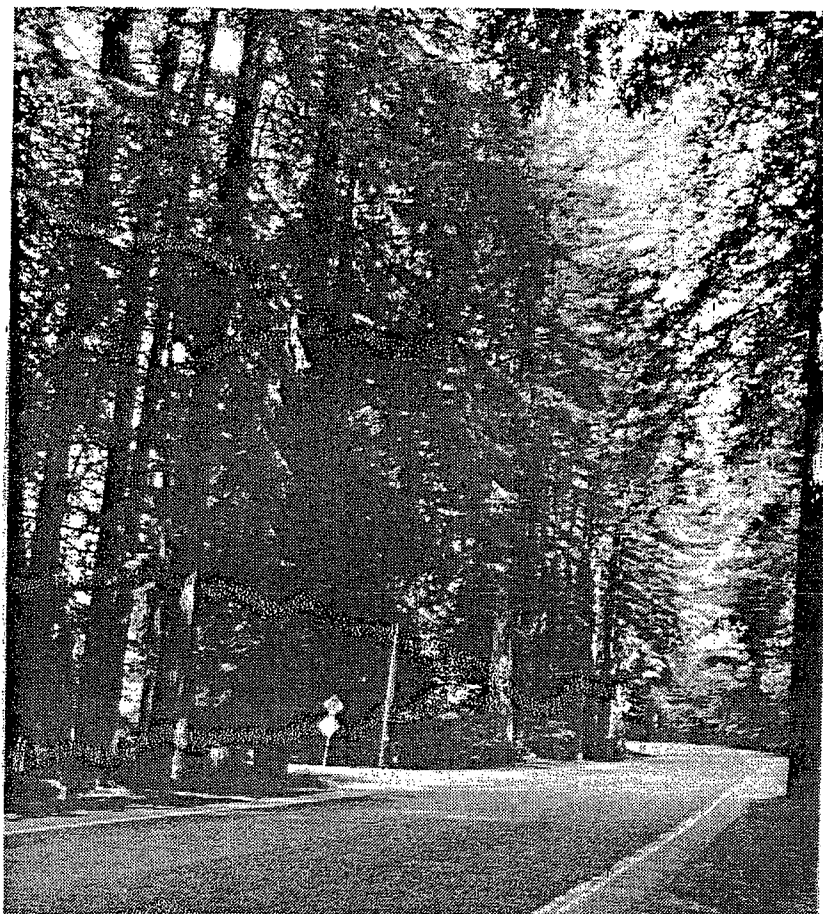
DUNCANS MILLS--LOOKING TOWARD THE EAST

Between Duncans Mills and through the town of Monte Rio, the Russian River again becomes the focal point of the landscape. The valley width has narrowed considerably from the much broader Duncans Mills area. The viewer also feels a part of the close forest environment rather than a distant viewer of it as in Duncans Mills. This is especially apparent in the Monte Cristo area which is highly scenic--especially in the outlying parts of Monte Rio. The appearance of "downtown" Monte Rio can be characterized as that of an older, (1920's or 1930's) vacationland community.



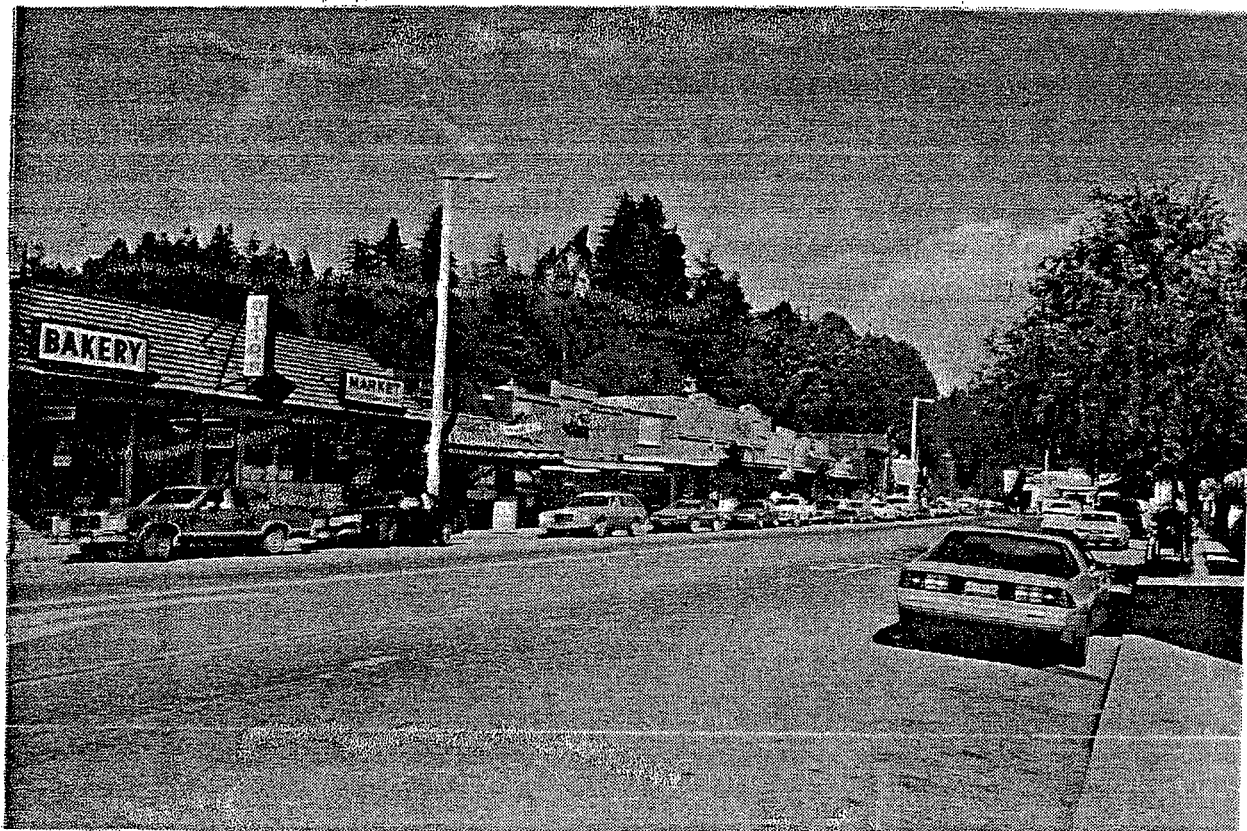
MONTE RIO AREA LOOKING TOWARD THE NORTH-EAST--RUSSIAN RIVER IN
THE FOREGROUND (Postmile 6.45)

As one continues east from Monte Rio, the width of the corridor again narrows, mainly due to dense stands of vegetation confining views to little beyond the roadway. One experiences the cool, dark feeling of being in a forest. The most common tree is the Coast Redwood. The Russian River is frequently glimpsed in this area.



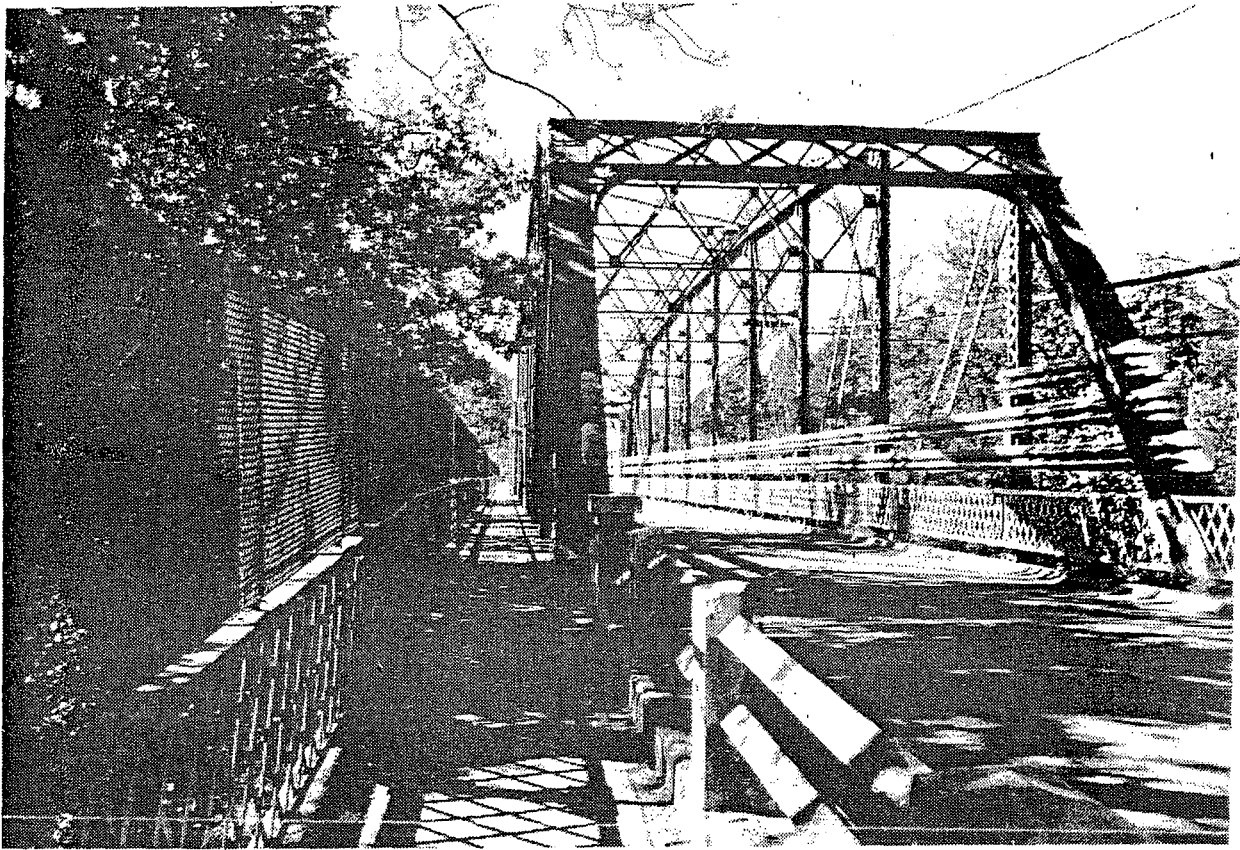
FORESTED AREA BETWEEN MONTE RIO AND FORESTVILLE--
LOOKING WEST

The west approach to Guerneville is heavily forested. Once the traveler arrives in the commercial part of the town, the width of the corridor again widens. This is primarily because the width of highway increases. As the traveler enters the "downtown" part of Guerneville the width of the corridor narrows because of a narrower pavement and the route is lined with primarily two story commercial buildings and street trees. The overall character of the "downtown" area is that of a late 19th century western town (woodframed and woodsided simple Victorian architecture). The south side of Guerneville is bordered by the Russian River. As one crosses the river, the width of the corridor widens with an expansive views of the river. At this point, Route 116 departs from the Russian River and River Road (a county road) which provides the traveler with the opportunity to travel near the River.



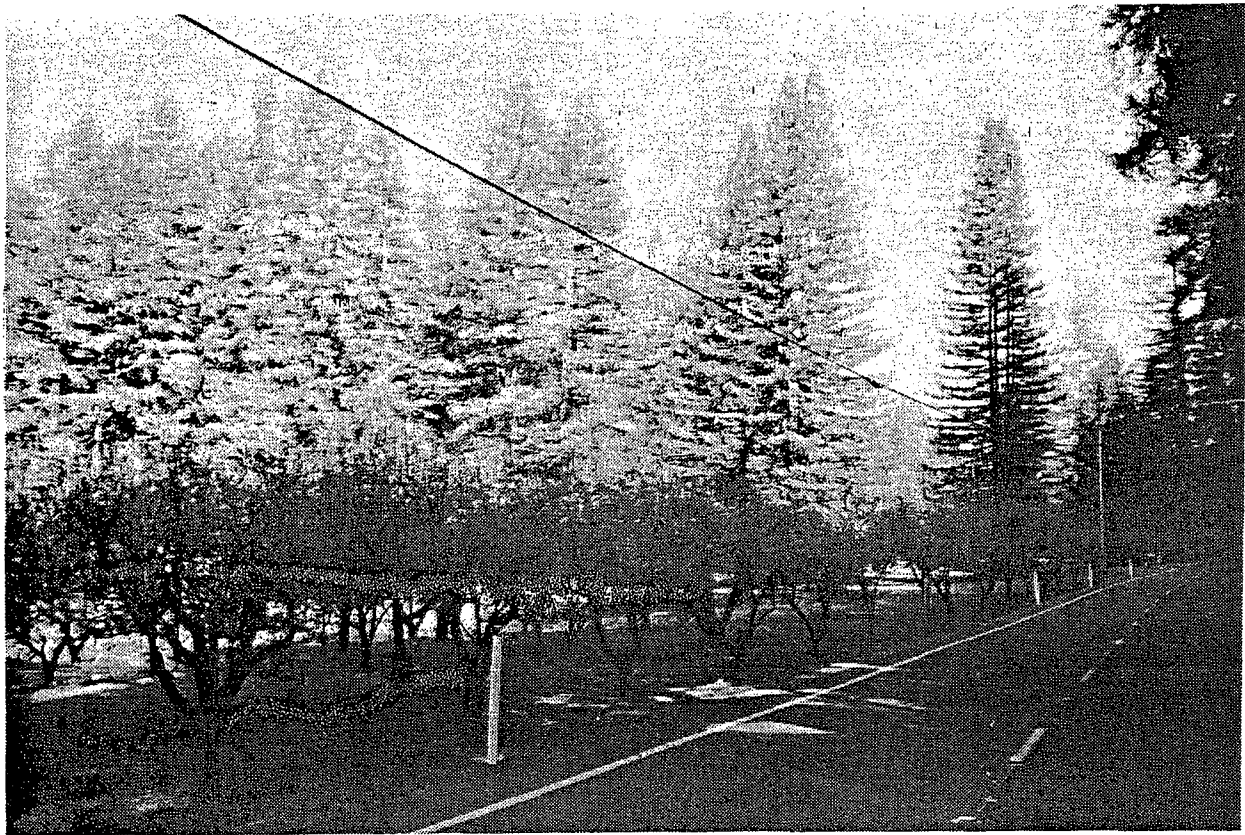
GUERNEVILLE--ON MAIN STREET NEAR CHURCH STREET
LOOKING EAST

The Guerneville Bridge connects both sides of Guerneville where the Russian River separates the community. The bridge is a steel structure on concrete piers which was built in 1921. A project is proposed to replace the bridge to carry present day loads and capacity.



GUERNEVILLE BRIDGE SPANNING OVER THE RUSSIAN RIVER

The scenic quality of the Russian River is very high in this area. The vegetation is diverse, due in large part to the many types of plant communities from riparian to dense forest. The terrain is varied both in height and steepness of hills and alignment of the Russian River.

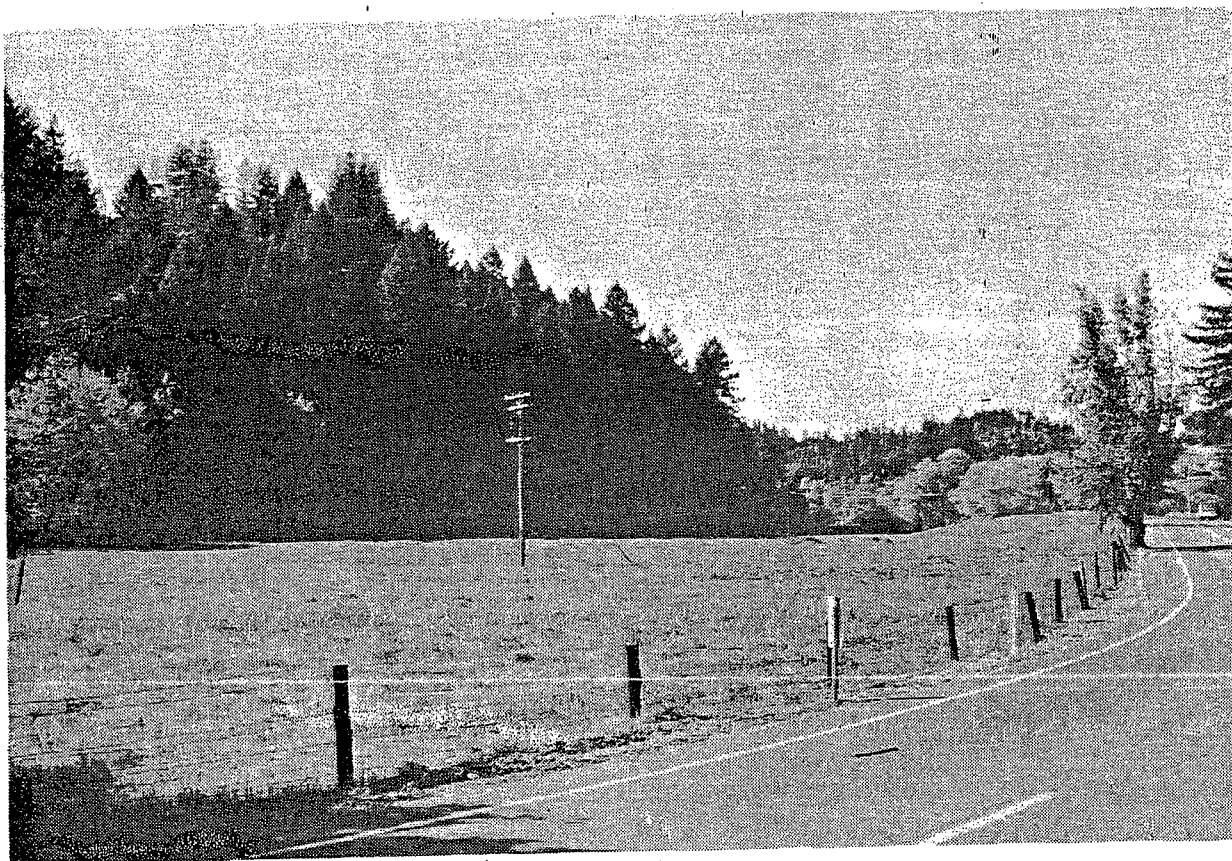


**THE "POCKET CANYON" AREA--(Postmile 15.75)
LOOKING EAST**

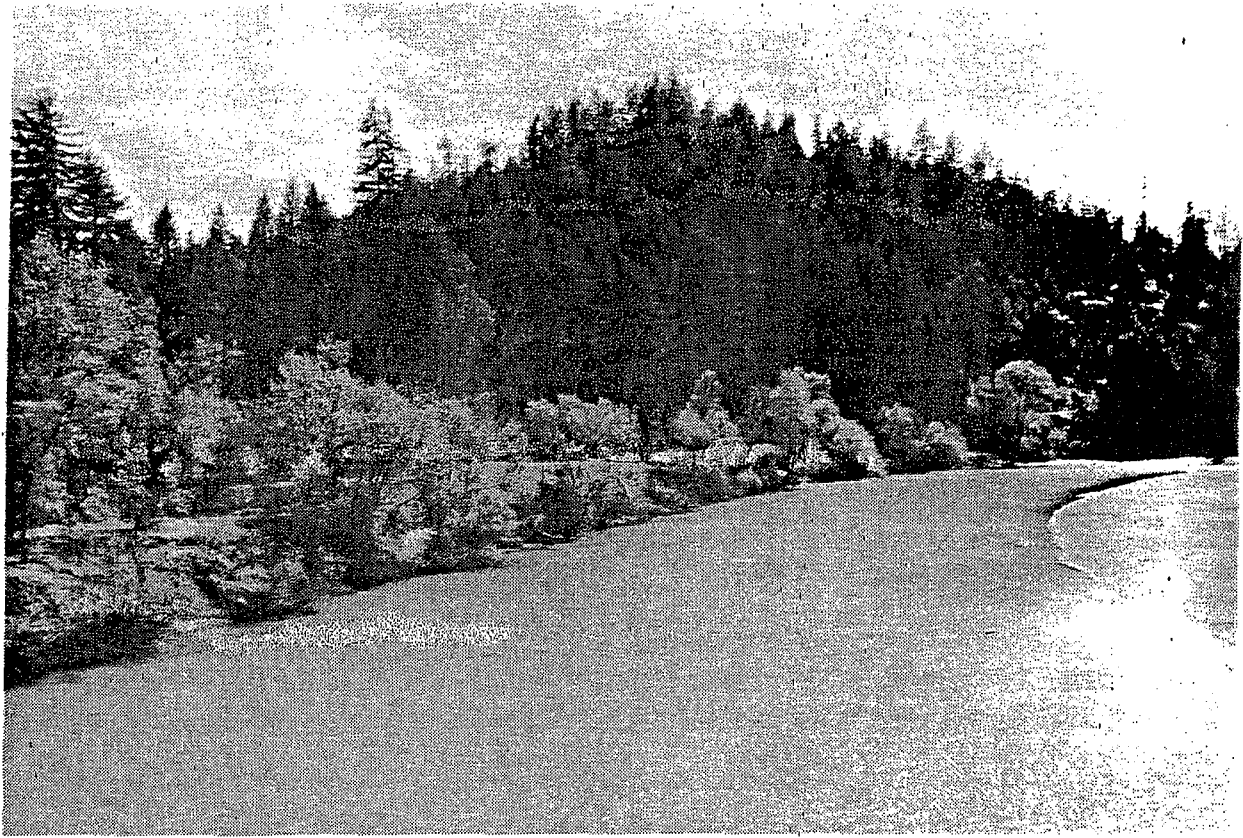
East of the Pocket Canyon area, the corridor transforms into a narrow, dark and densely forested landscape. The vegetation consists of mostly Douglas Fir, Coast Redwood and scatterings of deciduous trees such as Maples. The overall impression is that of going through a winding canyon of trees. Some of the steep slopes are the result of several winter landslides in this area.

About one mile west of Forestville the traveler encounters the Blue Rock and Canyon Rock Company quarries. These quarries detract from the scenic quality of the route. However, the motorist's view of them is for a fairly brief period of time, and should not endanger the overall scenic quality of the route. The County has indicated that it will encourage the quarry owners to do some mitigative measures such as a land reclamation and screen planting to reduce the quarries' visual impacts.

Along this route wildlife is most apparent in the lower parts of the river west of Monte Rio, and most of this wildlife is visible along the river itself. Wildlife includes the Great Blue Heron, River Otter, Harbor Seal Deer, skunk, and Osprey.



WEST END OF THE "POCKET CANYON" AREA (Postmile 14.41)

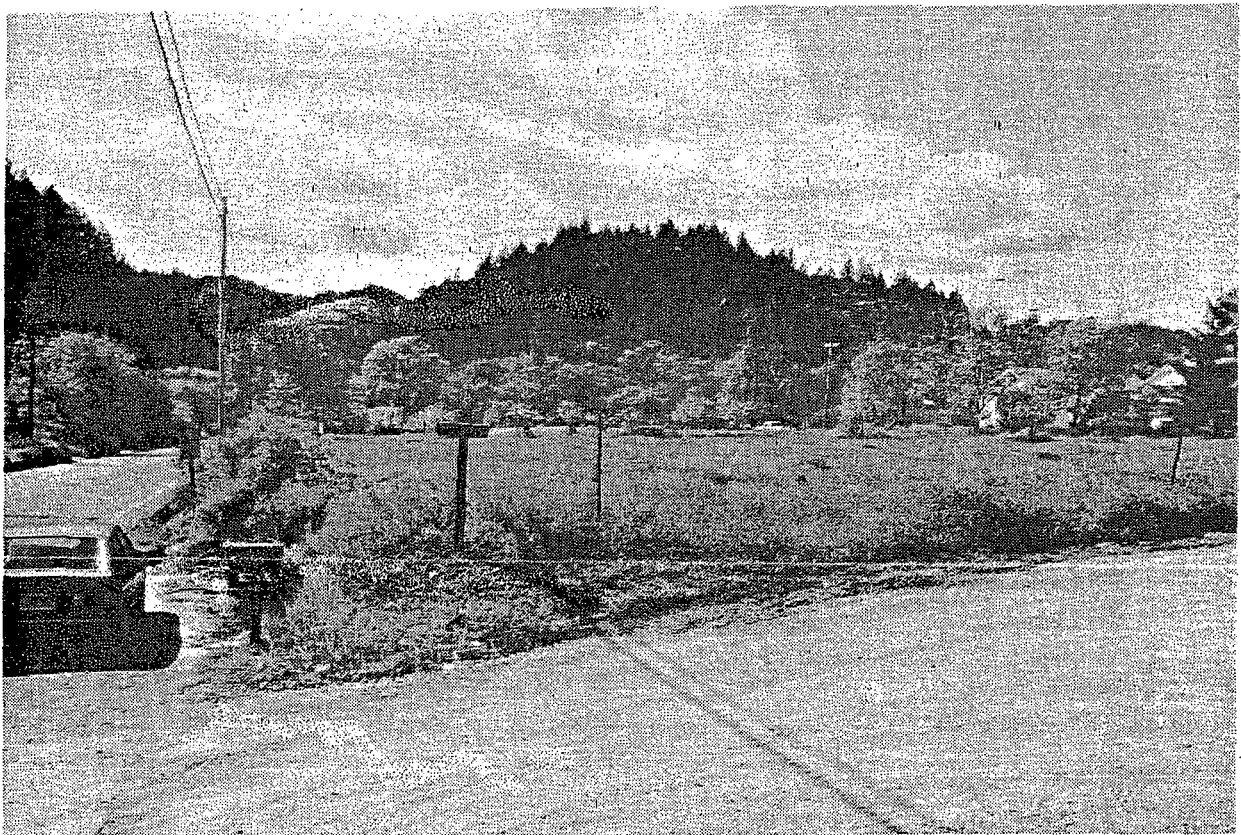


A VIEW TOWARD THE SOUTH FROM THE GUERNEVILLE BRIDGE

Once the traveler is on the east side of the Guerneville Bridge the corridor narrows due to dense vegetation and buildings. East of Guerneville the viewer experiences an undeveloped, rural setting. There are large meadows backed with heavily forested hills on the south side of the highway. After having traveled through a visually confined space, the viewer experiences spatial diversity when arriving at these meadows. The corridor on the north side of the road is generally very narrow due to steep heavily forested terrain. Local residents and visitors often comment on the pleasant appearance of this Pocket Canyon area. The variety of size and shape of sunny meadows and the types of trees and the ever-changing views as one travels through this area, make this attractive to most who experience it.

>>>>From West of Forestville to West of Sebastopol<<<<

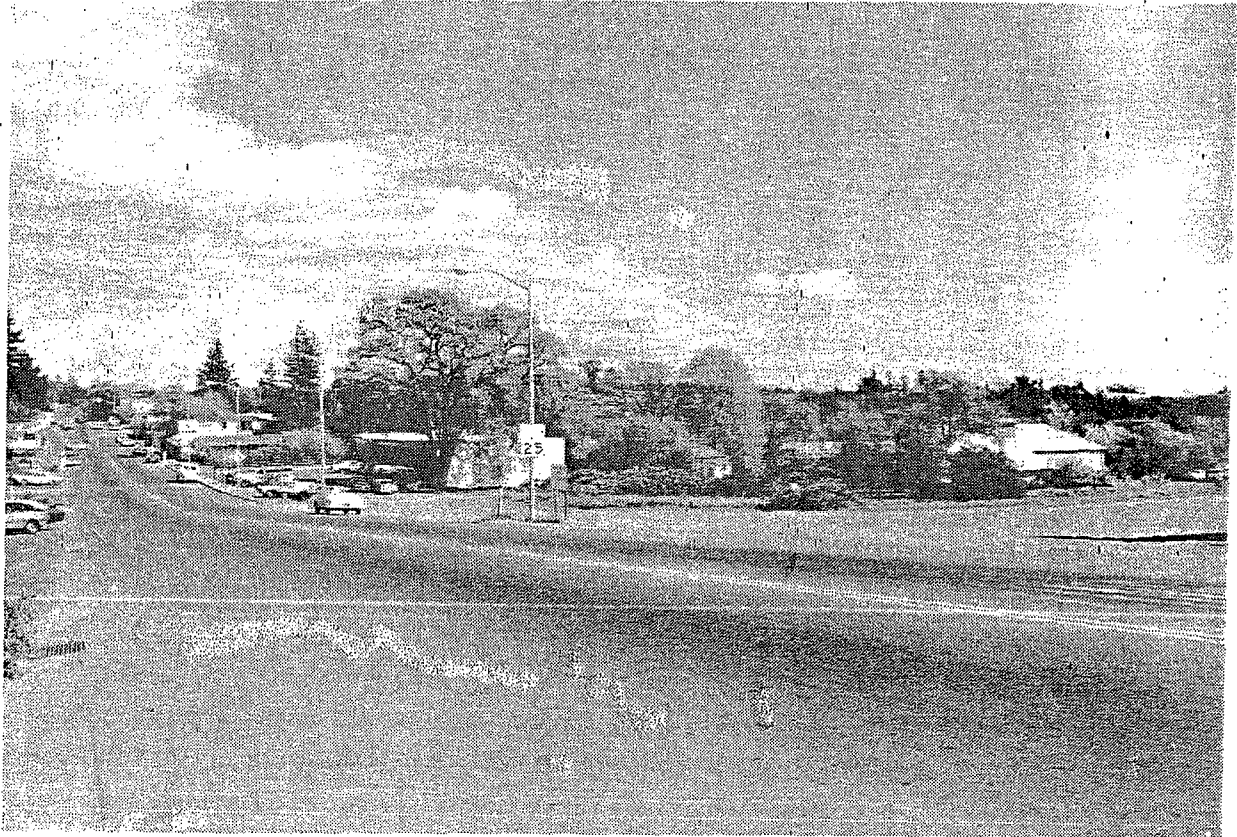
The corridor on the west end of Forestville widens into large meadows with tree covered hills as backdrops on both sides of the route. Just before the west end of the commercial part of Forestville, the views increasingly broaden and the hills, for the most part, disappear from view.



WEST SIDE OF FORESTVILLE AREA (LOOKING TOWARD THE WEST)

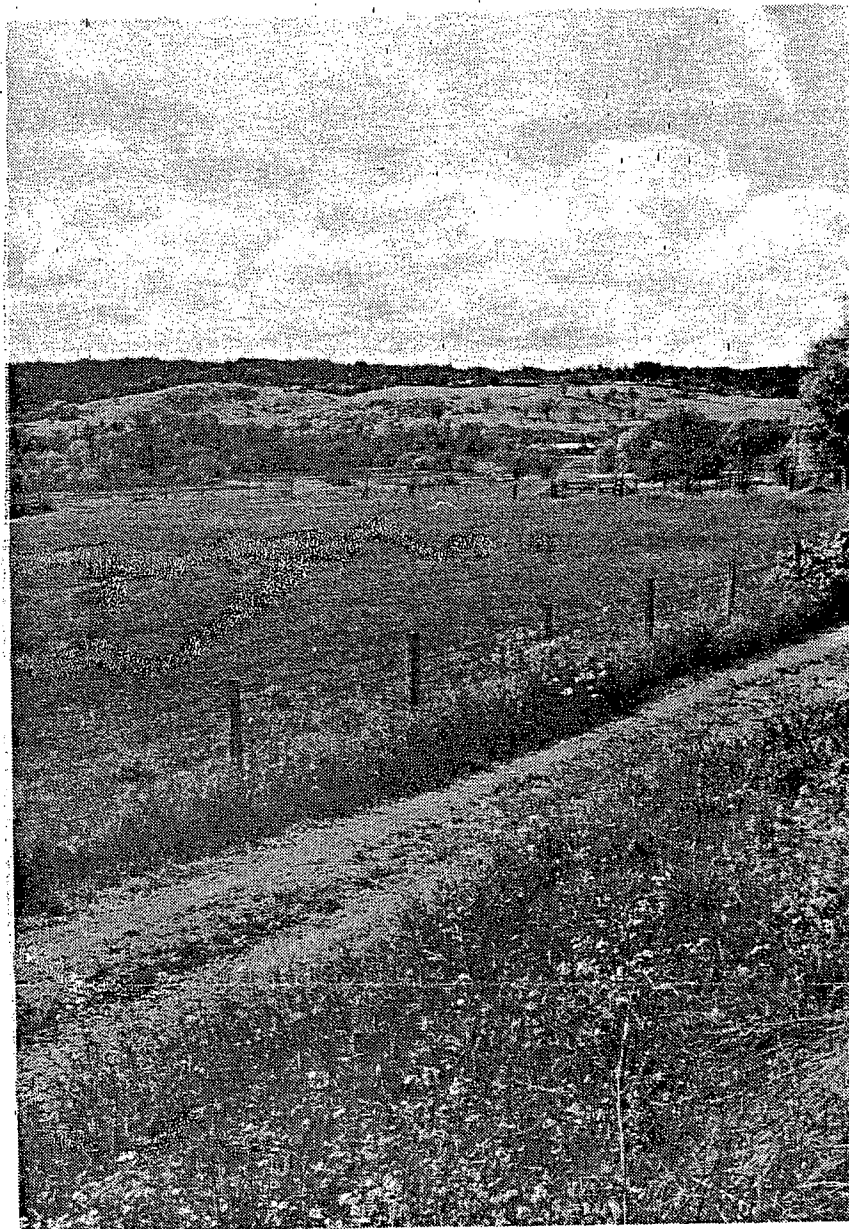
The community of Forestville, the highest community along the route at 170 feet elevation, is visually similar to the downtown part of Guerneville in that the overall character is that of a late 19th Century town except there is a much greater percentage

of newer single story structures and commercial areas. This area typifies what many people picture as typical Sonoma County; in other words, rural, rolling hills with stands of Oaks, apple orchards, Eucalyptus trees, and small farms. Forestville is also a pivotal area when considering landscape character: this is the last the traveler sees of forest and the steep, hilly landscapes. From this point on toward Sebastopol the terrain is gentler and consistently more open and expansive. This is primarily due to the hills being at great distances from the route.

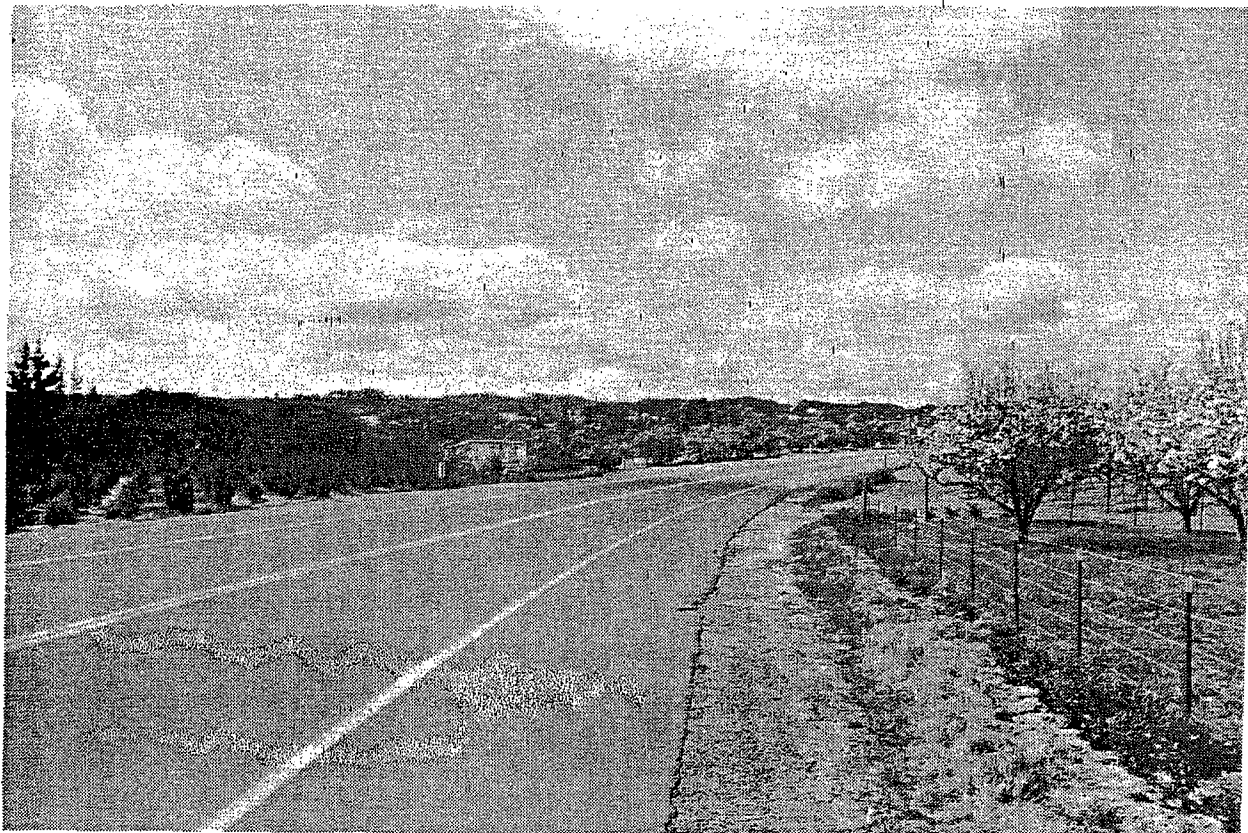


FORESTVILLE LOOKING TOWARD THE EAST

Leaving Forestville heading east, one is likely to see many small produce farms which contribute to the rural character of this area.



NORTH-EAST SIDE OF THE FORESTVILLE AREA



NORTH-WEST SIDE OF SEBASTOPOL--LOOKING TOWARD THE WEST

In this part of the corridor, the overall impression is that of a growing rural community. The density of development is considerably higher than in the other parts of the corridor, but the area still has a rural character. The City of Sebastopol, the only incorporated part of west Sonoma County, is considerably larger than any of the communities west of it. The views within the downtown area are quite confined, primarily by commercial development, most of which borders the highway. The visual quality of the central business district is above average since attempts have been made at providing landscaping, controlling signs, etc.. The architectural character is varied, normally two stories in height, and generally more contemporary than that of the smaller towns toward the coast. One's impression of Sebastopol varies significantly depending upon whether one is traveling toward the coast or toward Cotati. Since Route 116 is now one way through Sebastopol, one bypasses the central business district when traveling toward the coast. The visual experience in this direction is of a considerably less developed area than the central business district in the eastbound direction.



ON MAIN STREET NEAR CHURCH STREET IN THE CITY OF
SEBASTOPOL--LOOKING TOWARD THE EAST

SPECIAL FEATURES THAT CONTRIBUTE TO SCENIC QUALITY

Introduction

In order to protect and enhance the scenic quality of an area, it is essential to identify the elements that make up the scenic quality. The absence of one or more of these elements would significantly alter the scenic quality of the corridor. Clearly, many of the "elements" are inseparably connected. For example, many of the scenic vistas within the corridor are comprised of stands of trees, the Russian River and its associated vegetation, varied and undulating terrain, and small-scale man-made structures.

Trees

Trees are important elements of a scenic view. In many cases, they provide both structure and definition to the view as well as significantly contributing to the texture, color, and atmosphere of the scenery. For example, in many of the canyon areas, the dense stands of trees near the highway create the impression of being in a deep, dark, and cool ravine.

Probably the most spectacular time to see the corridor is during autumn. This again, is largely due to vegetative cover. The fall color of maples, alders, and ash provide a striking contrast with the dark green colors of many of the trees and the darker colors of the Russian River.

Timber harvest plans as they affect the views from the highway will be reviewed by the County.

The Russian River

The Russian River is a vital link in the elements working together to make the Russian River area scenic. The reflections of the vegetation and sky along the river are impressive. The river also provides visual interest and unifies many of the views. Also, the frequently glass-like texture of the water adds to the interest of the scenery.

The Terrain

The diversity of terrain that the traveler encounters along the route covers extremes, from open, rolling coastal hills to the steep, high terrain of the Pocket Canyon area. Finally, North of Sebastopol, one experiences gently rolling terrain with expansive views to the distant hills.

Man-made Structures

The size or scale of structures along the corridor consists of mainly small, residential and small scale commercial. The architecture is indigenous to the region, such as many houses built in the early 1900's. Structures are quaint and predominantly of wooden construction. Very little alteration of the terrain is evident as a result of construction practices of that period.

Although most of the structures were built in the late 1920's and the 1930's and have architectural similarities such as wood siding and quaint appearances, they were nonetheless individually designed and constructed. This resulted in diversity and eliminated the appearance of mass-produced development that is apparent over most of the newly developed areas of the county.

Future Considerations

Construction

Future highway construction could have substantial effects on the quality of views. All designs will continue to give consideration to aesthetics.

Viewing Areas

Many of the citizen advisory members have expressed an interest in establishing viewing areas which generally appear to be within the highway right of way. There are several areas that are well suited to viewing. They already have the space and other features required for such facilities. All that might be required to enhance these areas would be paving, railings and/or fencing, and signing. Caltrans will determine the appropriateness of viewing areas from the standpoint of safety and funding availability.

PROTECTION AND ENHANCEMENT OF THE CORRIDOR

Caltrans' Measures for Protection and Enhancement of the Corridor

Legislative Intent

The California Department of Transportation (Caltrans) is committed to implementing the legislative intent of the scenic highway program. Key operational guidelines for Caltrans which are quoted from the State of California's Streets and Highways Code, Chapter 2, Article 2.5, are as follows:

"It is the intent of the Legislature in designating certain portions of the State Highway System as State scenic highways to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty..."

"In establishing and applying such standards for, and undertaking the development of official scenic highways, the Department shall take into consideration the concept of the 'complete highway', which is a highway which incorporates not only safety, utility, and economy, but also beauty. The Department shall also take into consideration in establishing such standards that, in a 'complete highway', pleasing appearance is a consideration in the planning and design process. In the development of official scenic highways, the Department shall give special attention both to the impact of the highway on the landscape and to the highway's visual appearance."

District Practices and Procedures

In addition to the above, the Department of Transportation is committed to minimizing tree removal that is not essential to providing for public safety. Nevertheless, situations may arise where no other prudent alternative is available.

Whenever it is necessary to fill within 5 feet of tree trunks, tree wells, where appropriate, will be used to reduce damage to trees.

Caltrans is concerned that maintenance procedures have minimal impact on nearby trees. When necessary to fill, compact or pave within 5 feet of trunks of tree trunks, selected paving materials will be used consistent with safety and operational requirements.

In an effort to minimize tree removal and any extensive grading work, Caltrans will carefully review the operation and safety requirement before considering any tree removal. Except in the case of life threatening emergencies, advance notice of any proposed tree removal will be given to appropriate public agencies.

Caltrans maintenance practices and methods are such as to minimize disturbance to tree root systems and trunks. In addition, during reviews of encroachment permits, applicants will be required to minimize damage to tree root systems by trenching operations. Trenching will curve away from tree drip lines if at all possible. If such trenching is not feasible, trenching will be done with equipment that enables the operator to detect large roots. If large roots are encountered, the operators will be required to dig under, over, or around them. An effort will be made to consolidate utilities in single trenches within forested areas.

Efforts will be made not to alter drainage patterns within drip lines of trees unless impacts can be mitigated.

Public Utilities Commission's Protective Measures

Public Utilities Code

The public utilities code has language which indicates legislative intent to protect and enhance scenic highway corridors. Key excerpts of Section 320 of the Public Utilities Code are as follows:

"The Legislature hereby declares that it is the policy of this State to achieve, whenever feasible and not inconsistent with sound environmental planning, the undergrounding of all future electric and communications distribution facilities which are proposed to be erected in proximity to any highway designated a State scenic highway pursuant to Article 2.5... and which would be visible from such scenic highways if erected above ground."

"Install" is defined as not including repair or replacement "unless the visual impact would be significantly altered, but shall include moving to, or replacing at, a new location."

"In proximity to" is defined as being "within 1000 feet from each edge of the right of way of designated State Scenic Highways."

The State Public Utilities Commission (PUC) is mandated to require compliance with the above PUC code.

The PUC will be informed by Caltrans of utility installations requiring their involvement under the Code.

The County of Sonoma's Measures
for Protection and Enhancement of the Corridor

The County of Sonoma is committed to implementing the legislative intent of the scenic highway program. Key excerpts from the Streets and Highways Code are as follows:

Planning and Design Standards

"The standards for official scenic highways shall also require that local governmental agencies have taken action as may be necessary to protect the scenic appearance of the scenic corridor...including, but not limited to (1) regulation of land use and intensity (density) of development; (2) detailed land and site planning; (3) control of outdoor advertising (4) careful attention to and control of earthmoving and landscaping; (5) the design and appearance of structures and equipment."

This section of the Highway 116 Scenic Highway report sets forth the goals and implementation strategy for retaining the scenic quality of the Highway 116 corridor. The three major goals for the Highway 116 corridor and the twelve objectives have been generated by the Highway 116 citizens during the course of this study. The citizens advisory committee has played a major role in setting priorities and identifying ways in which the scenic qualities of the corridor may be preserved.

GOAL SH-1

It is the goal of Sonoma County to retain the scenic quality of the Highway 116 scenic corridor.

Objective SH1.1: The Scenic highway plan shall authorize new development outside designated community boundaries to be set back from the roadway in such a way that development potential of the site is not restricted and the scenic qualities of the Highway 116 corridor are retained.

Objective SH1.2: Substandard roadside businesses along the Highway 116 corridor shall be encouraged to upgrade their appearance.

Objective SH1.3: Trees within the Highway 116 right-of-way, as established by Caltrans maps of State right-of-way ownership, shall be preserved unless it can be established that tree cutting is necessary to assure public safety or that the trees are not healthy enough to survive. Final determination of tree removal within the Caltrans right-of-way will be made by Caltrans.

Objective SH1.4: The County Planning Department and the California Department of Forestry shall evaluate timber harvest plans within the highway 116 scenic corridor for impacts on scenic quality.

Objective SH1.5: Discretionary projects, such as major and minor subdivisions, use permits and projects subject to design review, located within the Highway 116 scenic corridor shall be evaluated for visual impact to help assure that the scenic qualities of the Highway 116 corridor are maintained. Projects within the scenic corridor, but not visible from Highway 116, shall be exempted from this evaluation.

Objective SH1.6: The County shall strictly enforce the sign standards of Sonoma County in the Highway 116 scenic corridor. The County shall encourage Caltrans to place signs along the Highway 116 corridor whose design is compatible with enhancing the scenic qualities of the corridor.

Objective SH1.7: The County shall work with Caltrans to identify turn-out areas along the Highway 116 scenic corridor where significant vistas are available to the public and which are within the Highway 116 right-of-way.

Objective SH1.8: Goals and policies of the General Plan update of the Open Space Element for scenic highways shall be applicable to the Highway 116 scenic corridor after the element is adopted by the Board of Supervisors. If there is a conflict between General Plan policies and policies of the Highway 116 study, the General Plan will prevail.

Objective SH 1.9: Projects within the Highway 116 scenic corridor, but not visible from Highway 116, shall be exempted from the provisions of this study.

Objective SH 1.10: Vineyards are recognized as being important to the viewshed. Where there is conflict with the scenic value of Redwood trees, E.G. replacement of Redwoods with vineyards, Redwood trees measuring more than 12" DBH should be replaced by other Redwoods at a 6 to 1 ratio--on-site or off-site.

Objective SH 1.11: Structures existing within the corridor at adoption of the SD Combining District may be enlarged or replaced within applicable planning regulations.

Policy SH 1a: The County shall adopt an ordinance requiring setbacks from Highway 116 for new development requiring discretionary approval from the County.

Program SH 1.1a: An ordinance shall be considered for adoption by the Board requiring a 200 foot setback, or 30 percent of lot depth measured from the edge of the right-of-way, whichever is less, from The Northerly urban expansion boundary of Sebastopol to Packinghouse Road South of Forestville, exempting the unincorporated urban boundary of Graton. .PA

Policy SH 1b: The County shall set Scenic Design (SD) zoning for all parcels within the unincorporated portion of the Highway 116 scenic corridor.

Program SH 1.5a: The Unincorporated communities of Duncans Mills, Graton, Forestville, Guerneville and Monte Rio shall be encouraged to provide local input to Design Review and for other types of development permits to help assure that development within these communities is consistent with community goals for maintaining the scenic qualities of the Highway 116 scenic corridor.

Program SH 1.5b: Projects within the SD District within the Highway 116 scenic corridor shall be reviewed for compatibility with retaining the scenic qualities of the scenic corridor and shall consider these factors: 1) retention of trees on the site, 2) appropriateness of the required setback from Highway 116, 3) visibility of the project from Highway 116 for projects away from the Highway 4) compatibility of scale and mass with adjacent development 5) consistency of landscaping with adjacent development and other factors intended to retain or enhance the scenic qualities of the scenic corridor. 6) protection from development along ridgelines and keeping hillside development from being visible from Highway 116 (exempting projects that are inside the scenic corridor but not visible from Highway 116).

Policy SH 1c: Alternatives to tree cutting within the Highway 116 right-of-way should be encouraged as long as public safety is not compromised. For example, signing and reflectors are measures that may be used.

Policy SH 1d: The County and Caltrans should work together to assure compliance with environmental standards when encroachment permits are being processed by Caltrans.

Policy SH 1e: All private and public development projects within the Highway 116 corridor may be required to prepare a tree preservation plan if there are significant trees or valuable native vegetation on the site that might be affected by the development project. The preservation plan will be reviewed by the County Department of Planning.

Policy SH 1f: All timber harvest plans located in the Highway 116 scenic corridor should be required to protect the scenic quality of the corridor.

Policy SH 1g: The County should require encroachment permits for the portion of future development projects within the County right-of-way in order to minimize the removal of trees within the corridor while acknowledging the need for adequate sight distance, aesthetics, and safety.

Goal SH-2

It is the goal of Sonoma County to encourage selected safety improvements to Highway 116 along the scenic corridor.

Objective SH 2.1: Safety improvements should emphasize use of signing and similar techniques rather than tree cutting and road widening in order to better retain the scenic qualities of the Highway 116 corridor as long as public vehicle and bicycle safety is not lessened.

Objective SH 2.2: Caltrans should use signing material which preserves or enhances the scenic qualities of the Highway 116 corridor.

Goal SH-3

It is the goal of Sonoma County to preserve and enhance the historic, biotic, and recreational features of the Highway 116 scenic corridor.

Objective SH3.1: The County shall seek to identify and assure the preservation of historic structures and landmarks along the Highway 116 scenic corridor.

Objective SH3.2: The County shall support the preservation and enhancement of significant biotic areas along the Highway 116 scenic corridor.

Objective SH3.3: The County shall support measures to protect the Russian River riparian corridor as defined in the General Plan.

Objective SH3.4: The County shall encourage the construction of bike lanes along Highway 116, in accordance with the General Plan, in areas where there would not be significant tree removal or where public safety is not lessened.

The City of Sebastopol's Measures for Protection and Enhancement
of the Corridor

The City of Sebastopol has similar commitments as the County of Sonoma to implementing the legislative intent of the scenic highway program. Examples of the City's protective measures already in place are as follows:

1) The City of Sebastopol has a Design Review Committee that reviews all sign, duplex, apartment, office and commercial building projects within the City limits. Specific sign and zoning ordinances of the City require these reviews. The City of Sebastopol also has an adopted Sebastopol Downtown Portfolio on appropriate architecture.

2) The City of Sebastopol also has in place a tree preservation and/or replacement policy, as well as a historic building survey.

3) Applicable Sebastopol General Plan Policies are as follows:

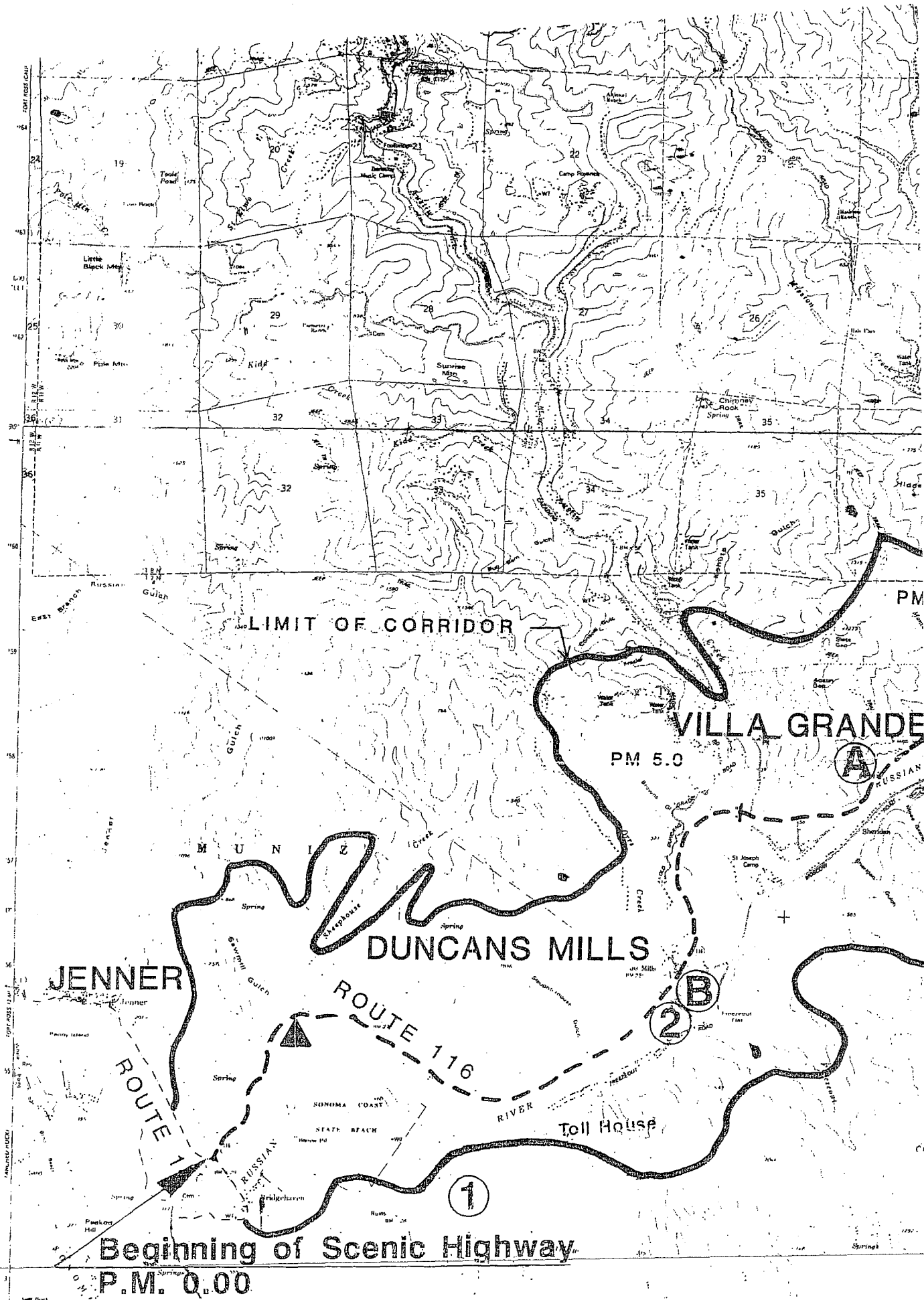
G4.1--Highway 116 is designated as a scenic roadway within the Sebastopol Planning Area. (This has been paraphrased to fit the report.)

G4.2--Sebastopol will work with the County of Sonoma to protect and enhance the visual image of Highways 116 and 12 as urban scenic routes.

G4.3--(Not relevant to this report.)

G4.4--New structures located on designated scenic roadways will be set back from the road and screened. Single-family homes that blend with the rural character of the roadway need not be screened.

G4.5--Sebastopol will develop a comprehensive design plan which will set forth criteria and standards for development adjacent to urban and rural scenic roadways.



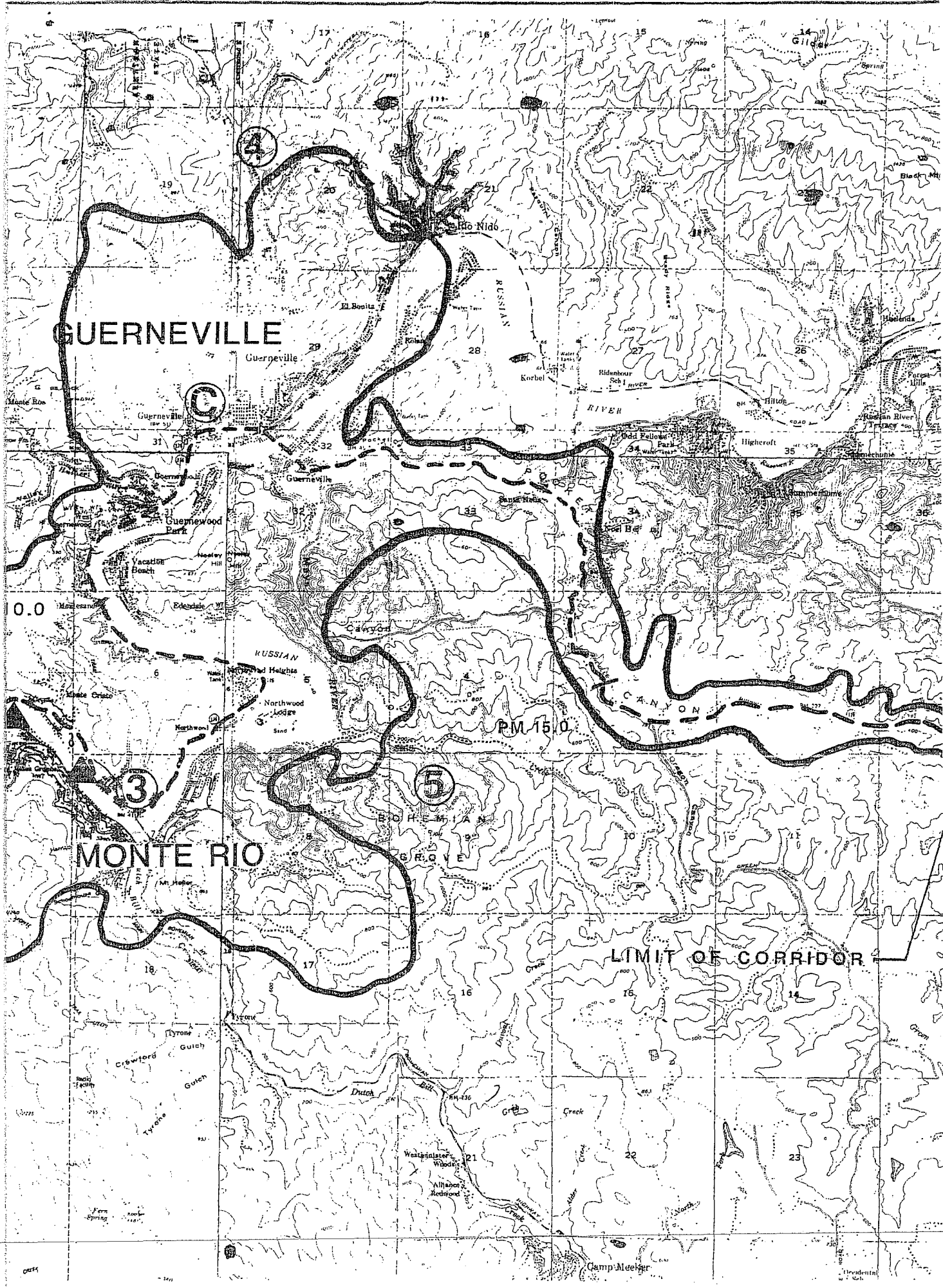
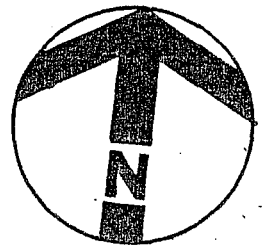
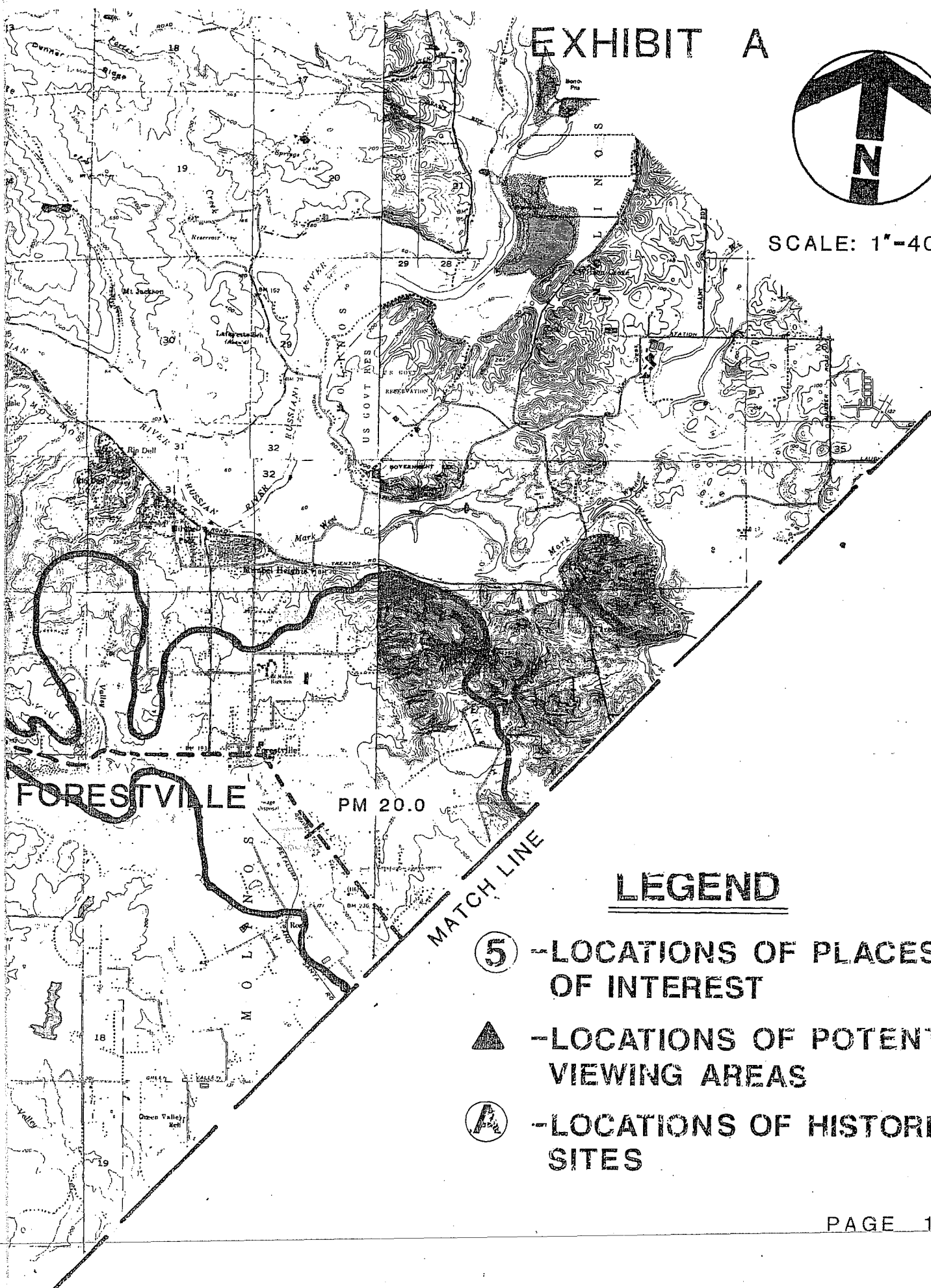


EXHIBIT A

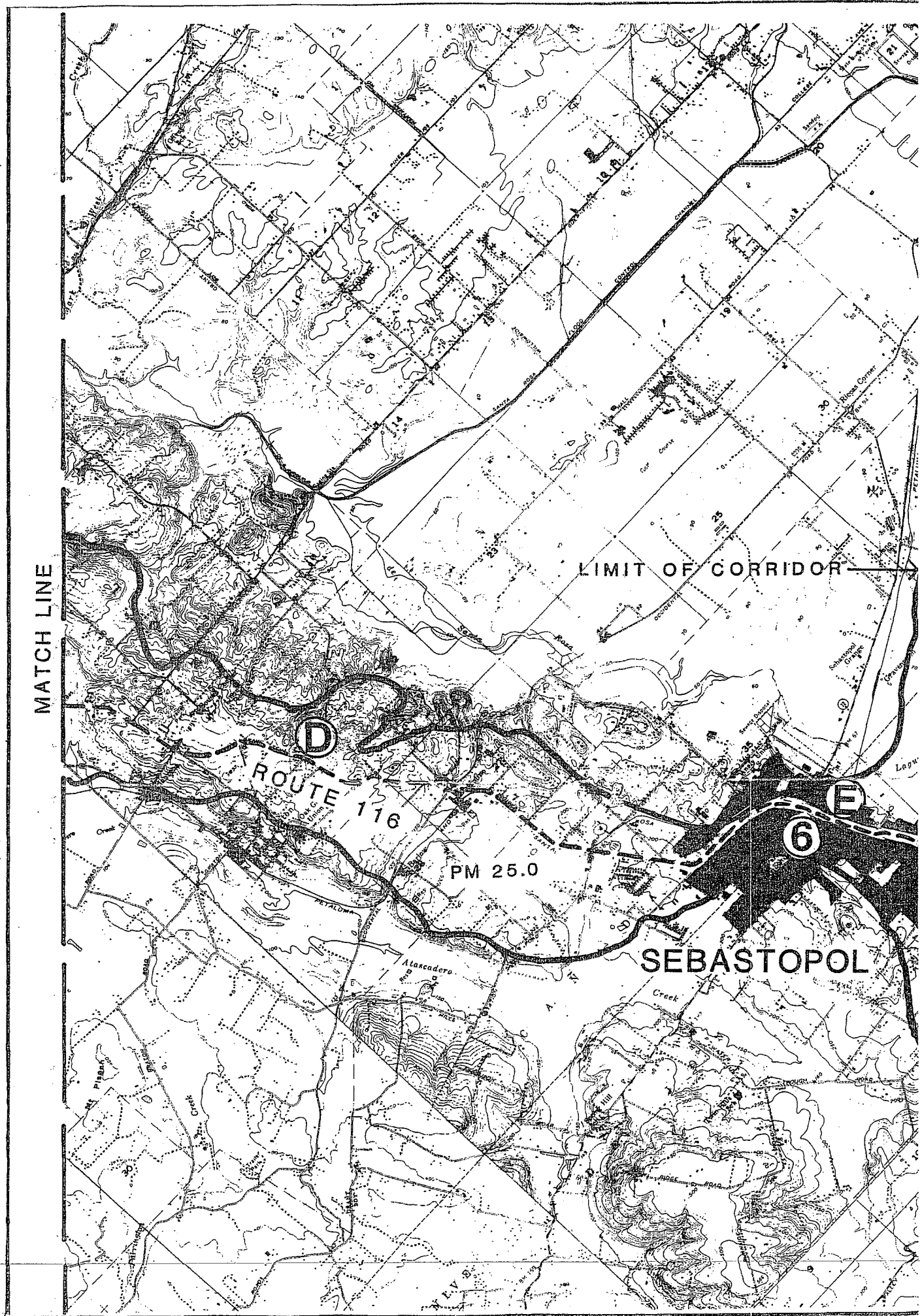


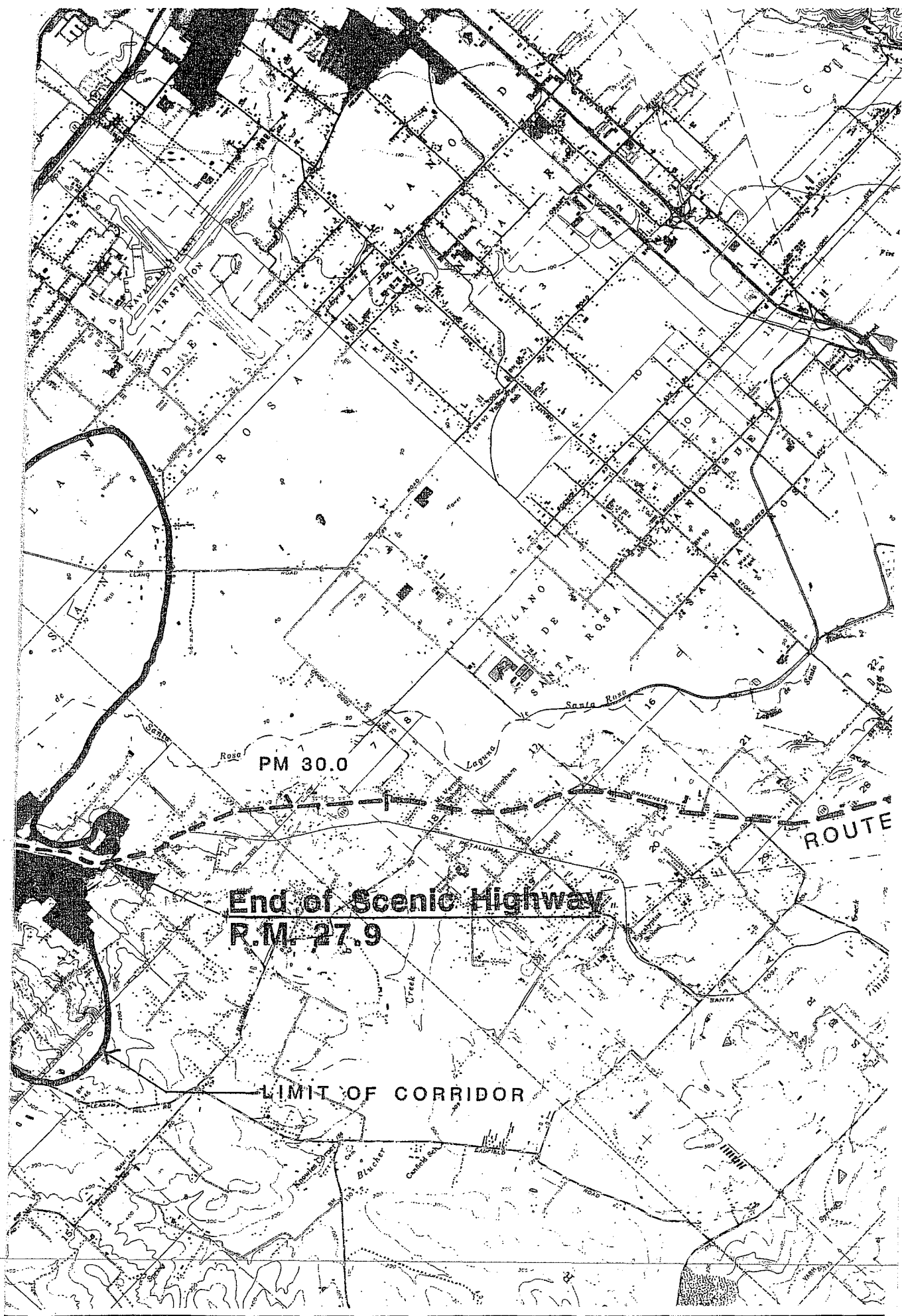
SCALE: 1"=4000'±



LEGEND

- ⑤ -LOCATIONS OF PLACES OF INTEREST
- ▲ -LOCATIONS OF POTENTIAL VIEWING AREAS
- Ⓐ -LOCATIONS OF HISTORICAL SITES





PM 30.0

End of Scenic Highway
R.M. 27.9

LIMIT OF CORRIDOR

ROUTE

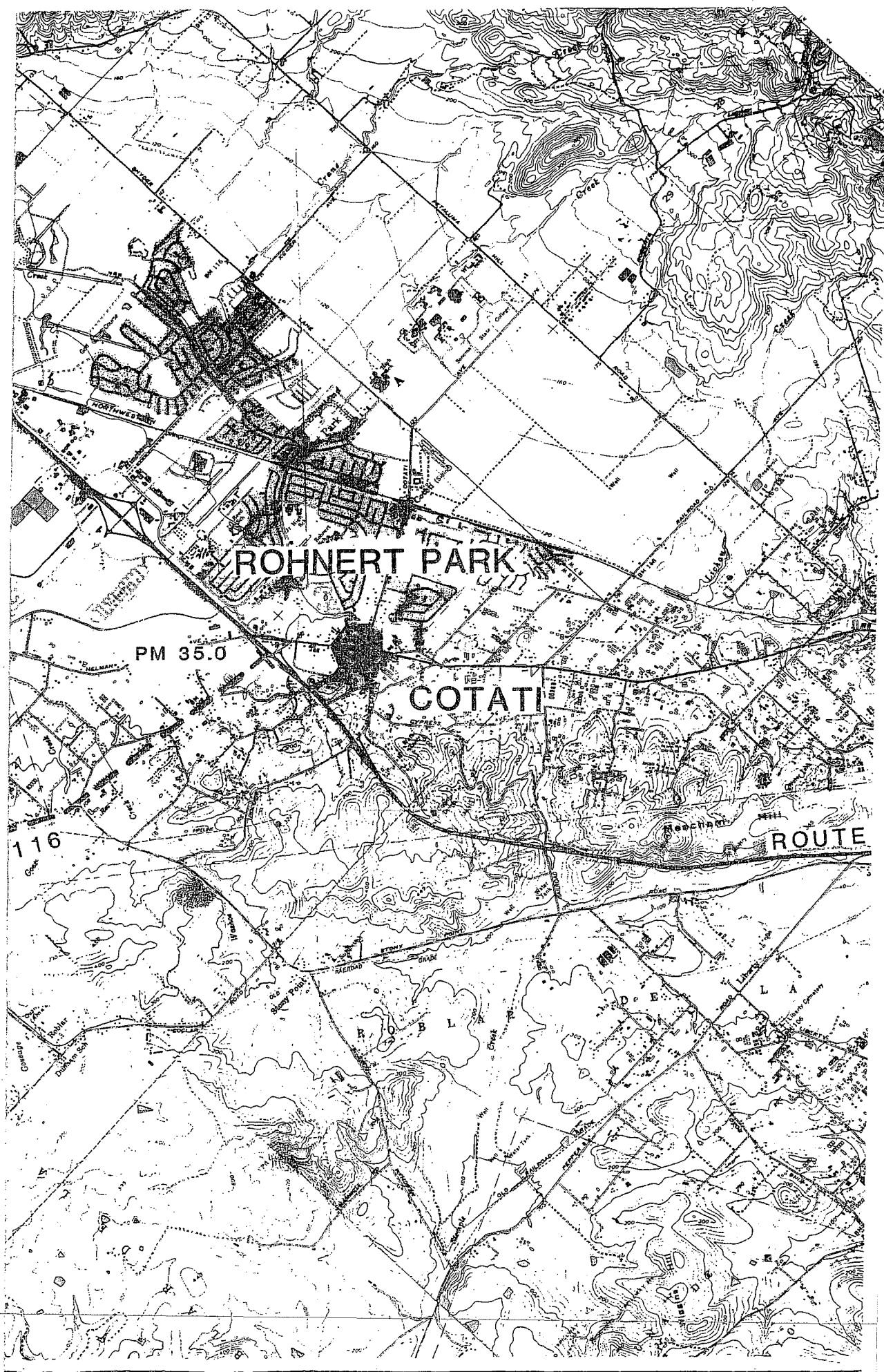
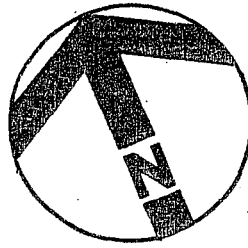
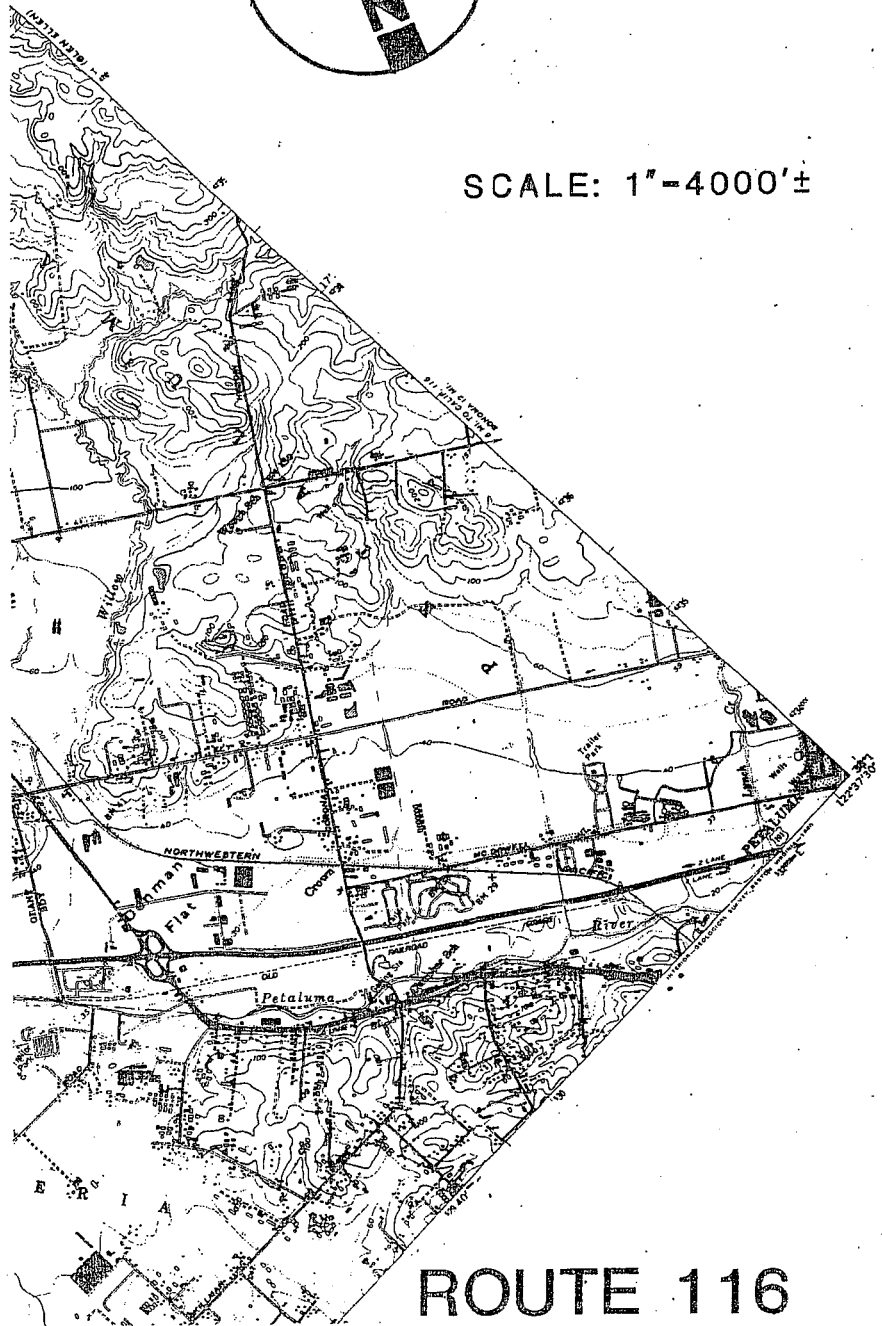


EXHIBIT A



SCALE: 1"=4000'±



NEARBY PLACES OF INTEREST

- (1) Willow Creek State Park--Site of the Toll house built in 1904 to house the ferry tender. This is also the site of the Kostromitinov Rancho (1830-1838).
- (2) Duncans Mills--Location of many historical buildings that are now used as shops and restaurants. Many of these buildings are registered historic landmarks.
- (3) Public boat launching facility in Monte Rio.
- (4) Armstrong Redwoods State Reserve and Austin Creek State Recreation Area.

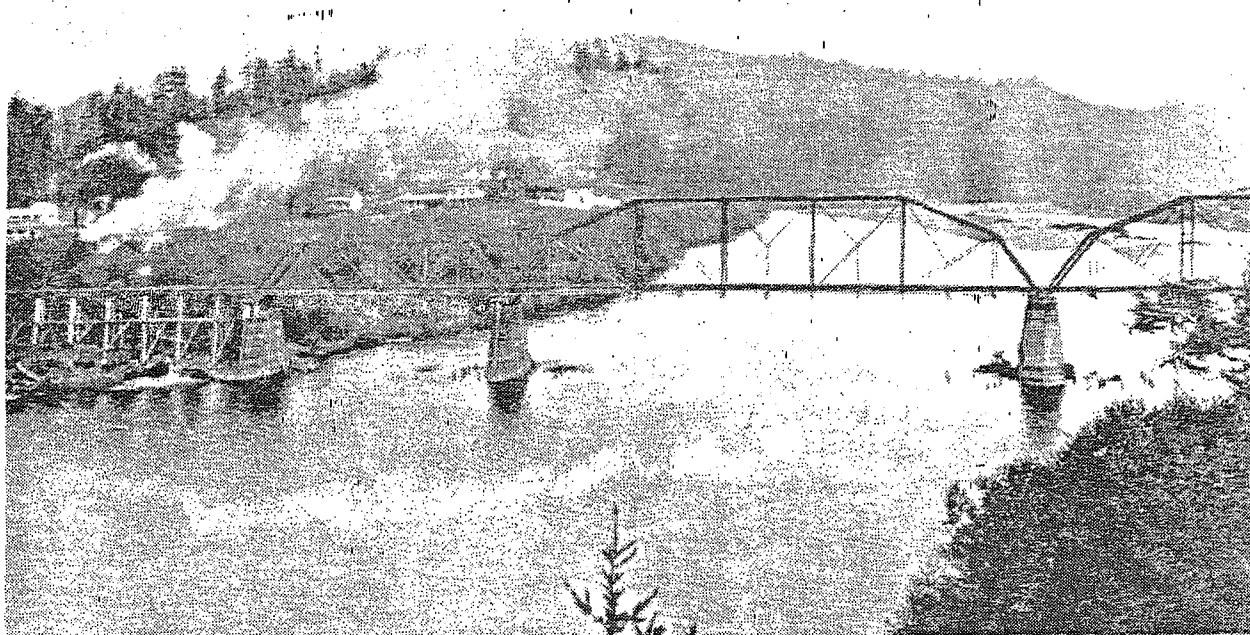
Armstrong Reserve was preserved by Colonel James Armstrong, an early lumberman. It has some of the tallest trees in California and one of the oldest, over 1400 years old.

Austin Creek Recreation Area has some 4200 acres with a large variety of habitats, from grassy hillsides to dense forests.
- (5) Bohemian Grove--This was originally used by a colony of Bay area artists and musicians in the late 1800's. It is now a private retreat for many of the nation's most influential and wealthy people.
- (6) Luther Burbank Historical Farm and Cottage--7777 Bodega Avenue, Sebastopol.

HISTORICAL SITES

- (A) Sheratan Ranch House--One of the original ranches in the area.
- (B) Duncans Mills--Most of the structures in this community are registered historic landmarks.
- (C) The Estate--An example of a well maintained Victorian structure.
- (D) Georgetown--A location with many relocated older structures. It has the layout of a small, old western town.
- (E) Sebastopol Railroad Depot--Built in 1904--It is located at 261 South Main Street in Sebastopol. It has been nominated for the National Register of Historic Places.

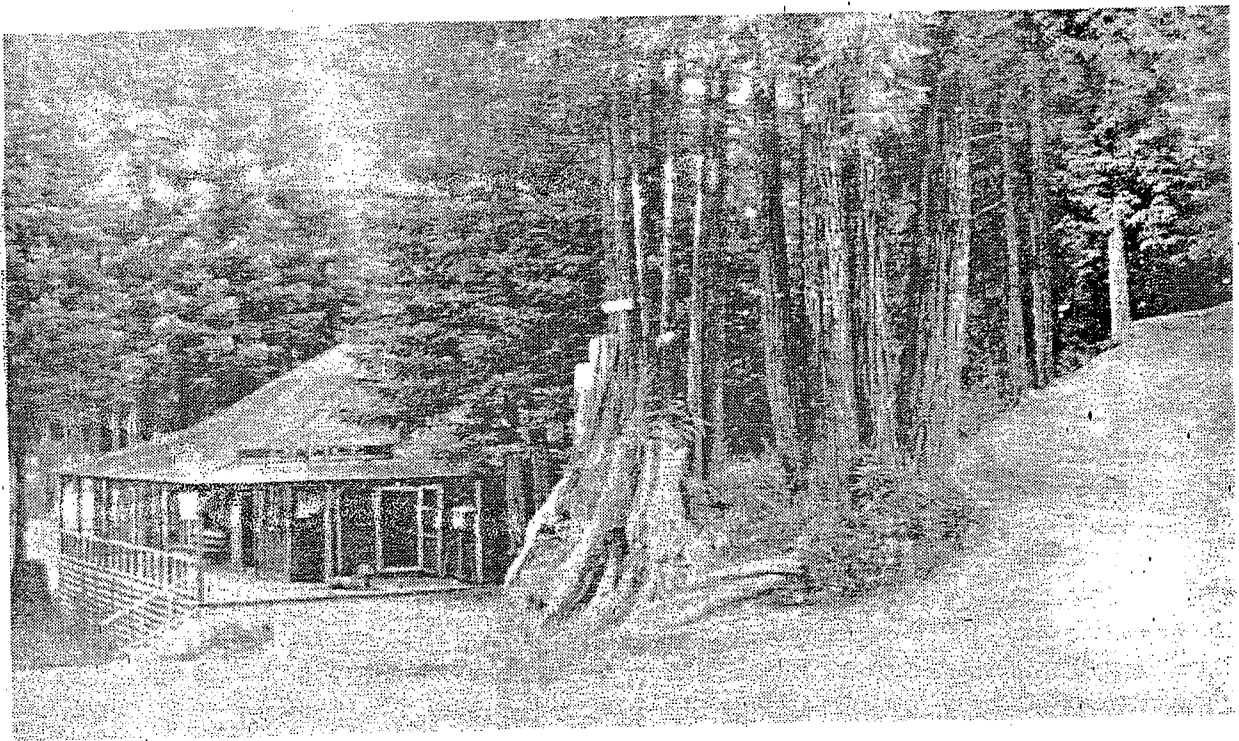
HISTORICAL PHOTOGRAPHS FROM DUNCANS MILLS TO GUERNEVILLE



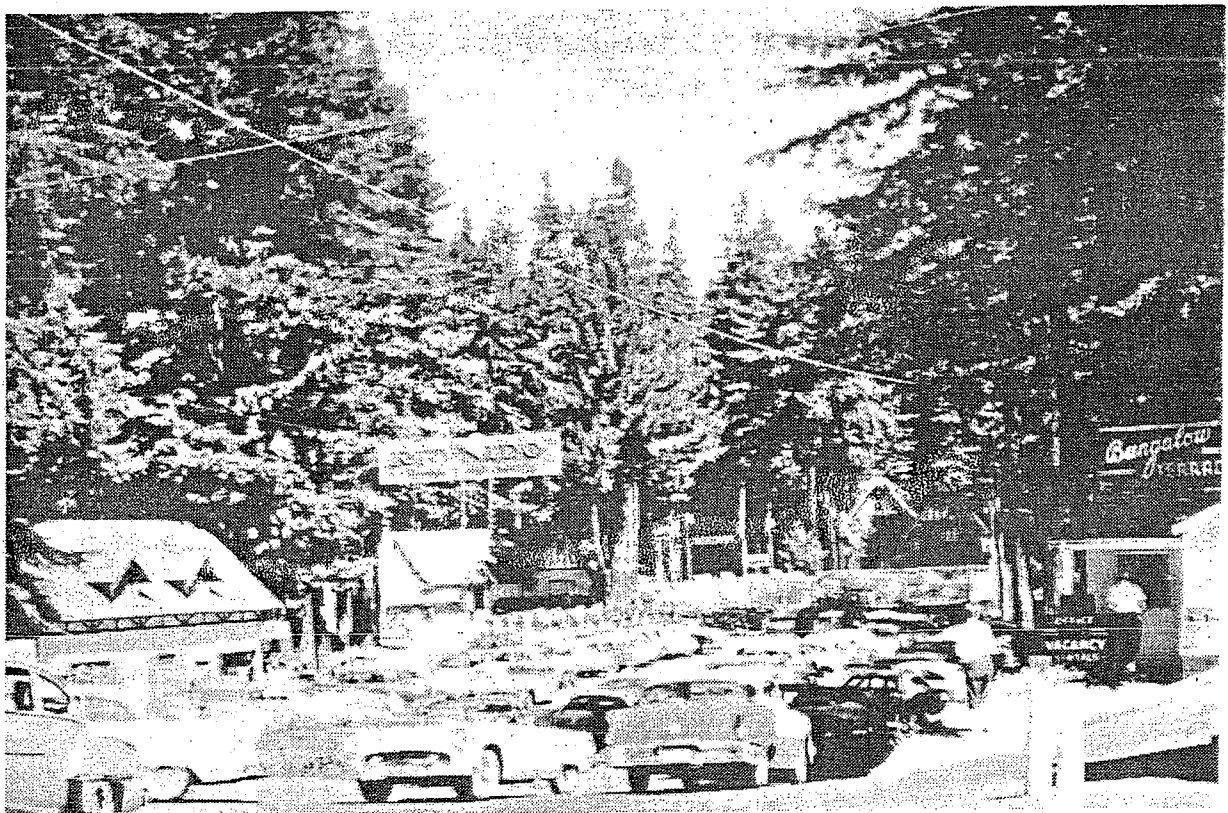
THE RUSSIAN RIVER AND RAILROAD BRIDGE AT DUNCANS MILLS--1900
LOOKING UPSTREAM



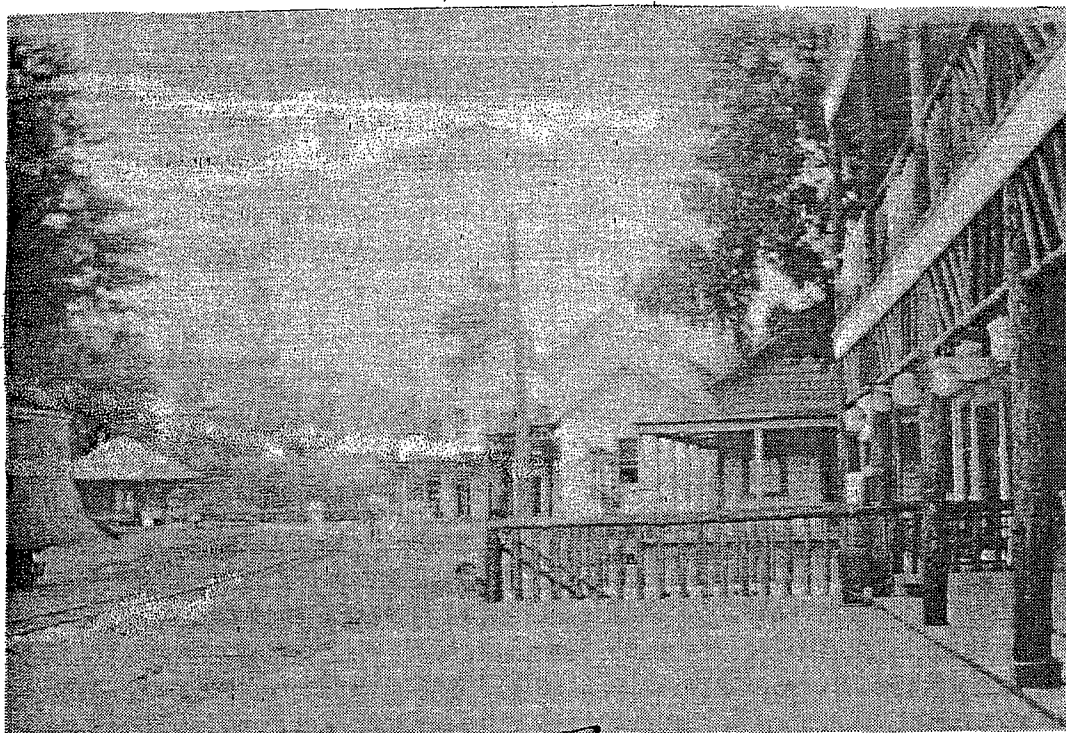
MAIN STREET IN DUNCANS MILLS--1915



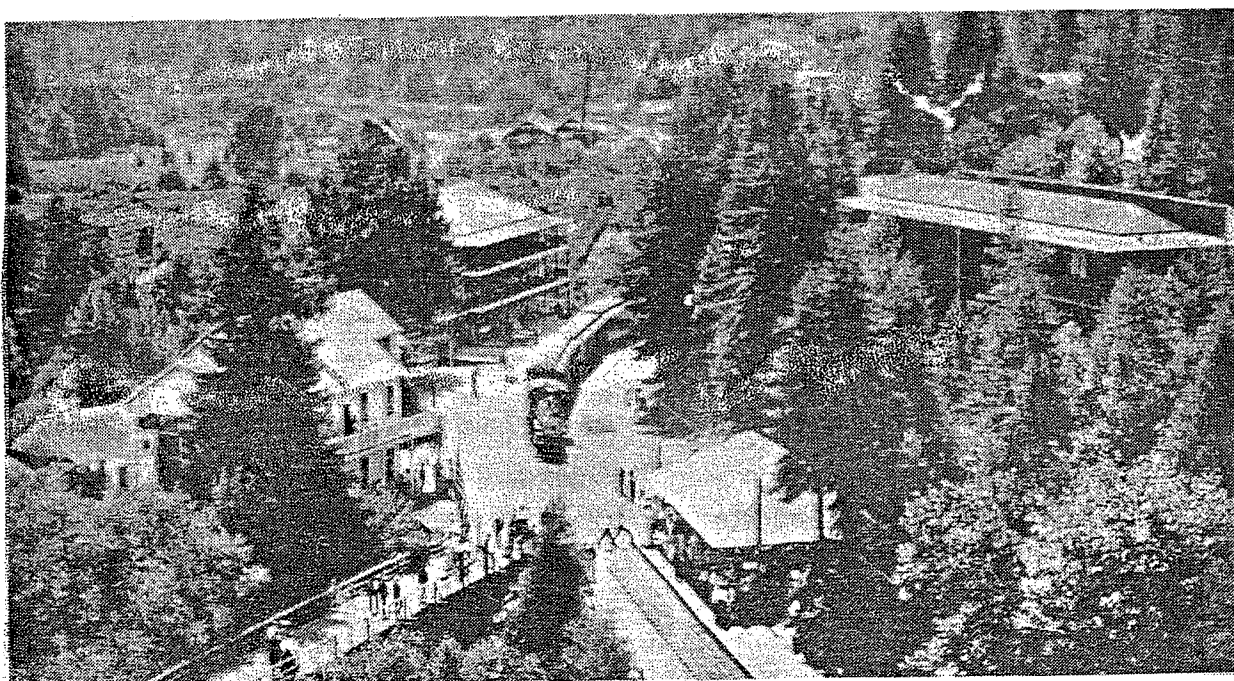
RIO NIDO--1919



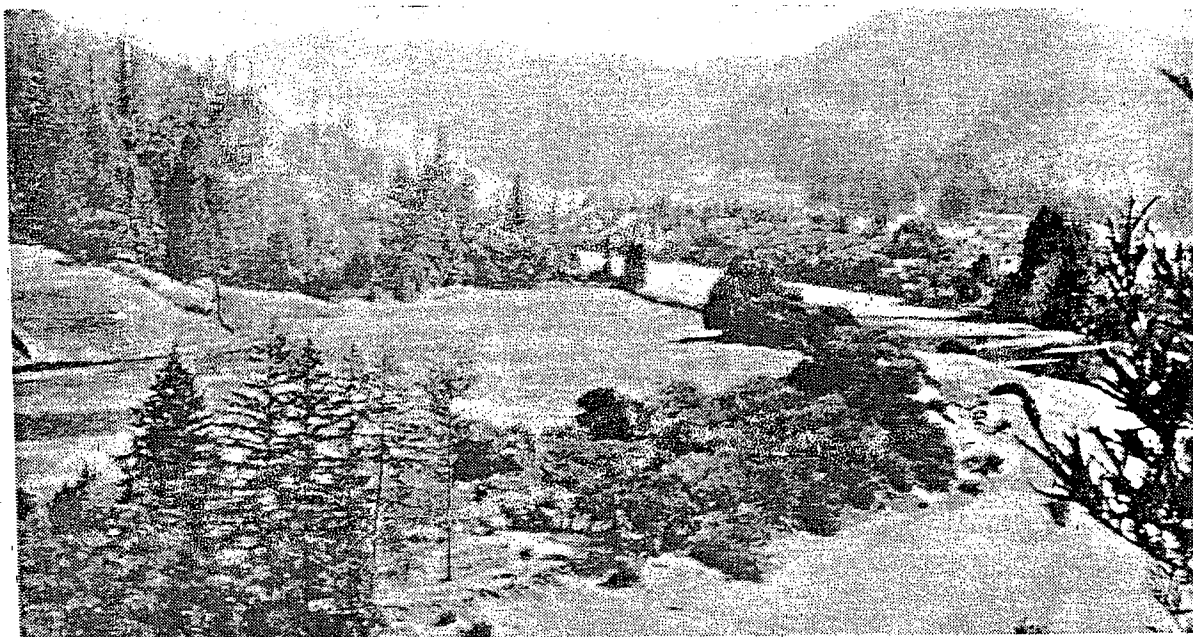
SAME LOCATION AS SHOWN ABOVE --1961



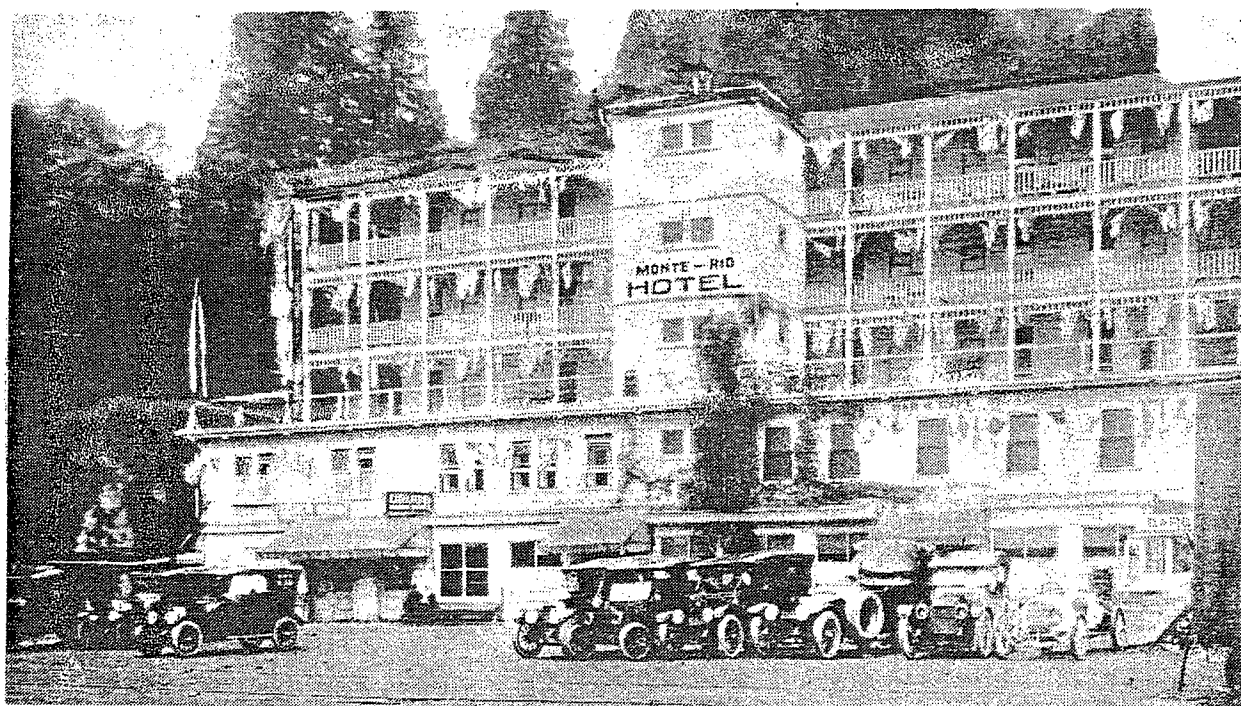
MONTE RIO--1905



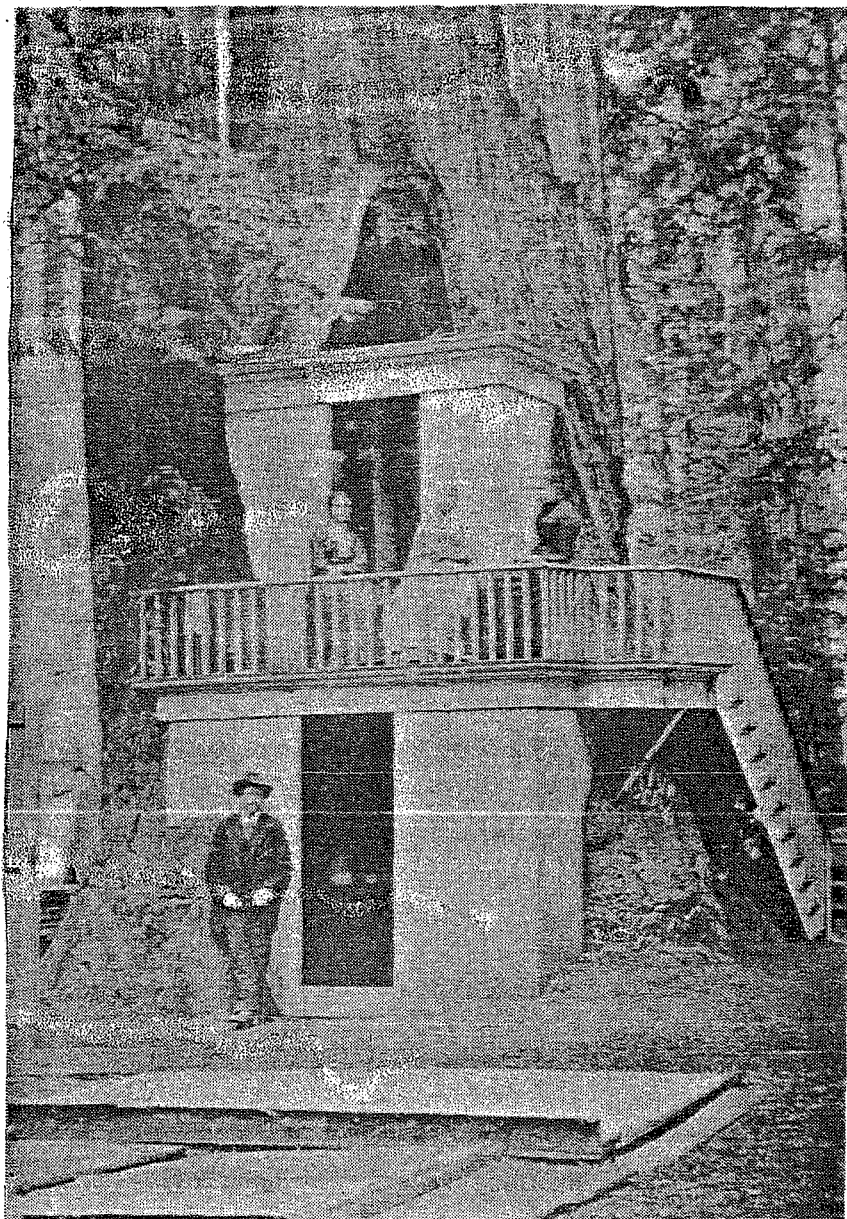
RAILROAD STATION IN MONTE RIO--1908



THE RUSSIAN RIVER IN MONTE RIO--1914



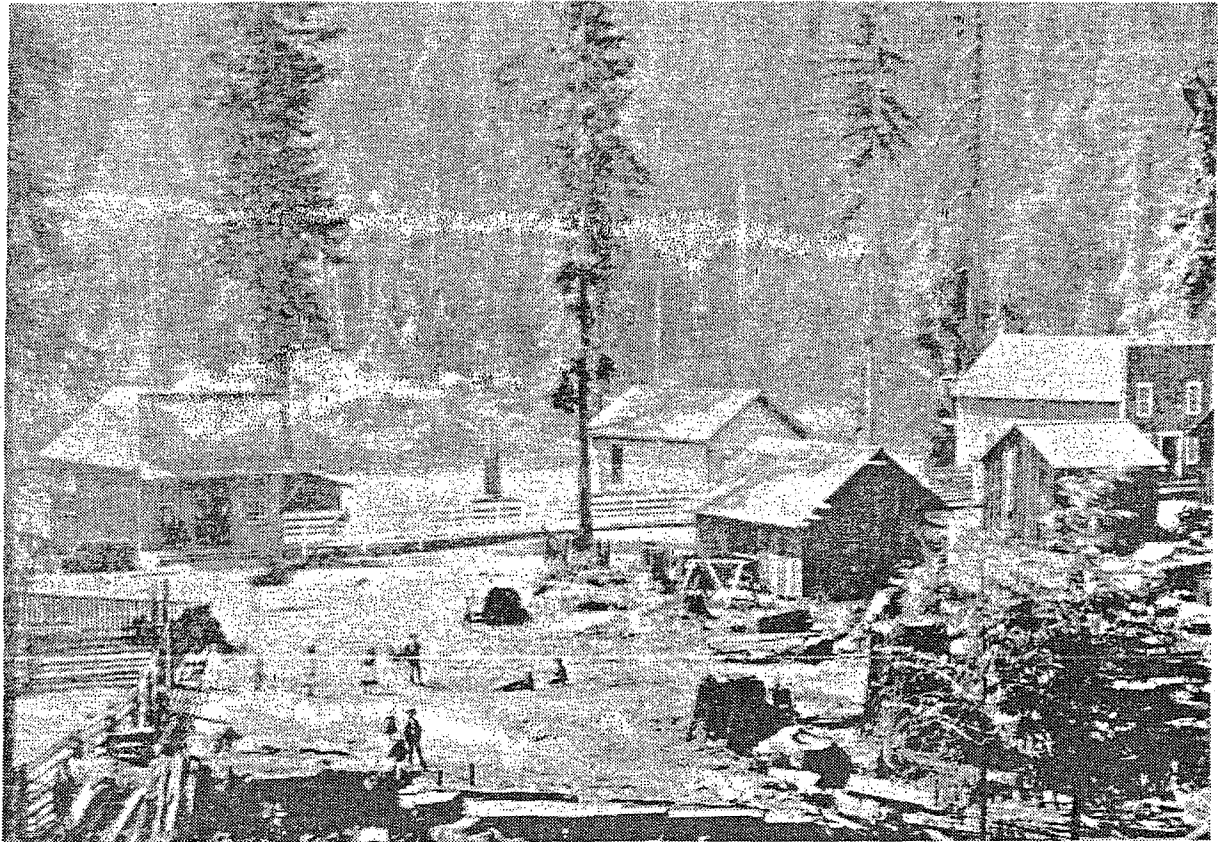
THE MONTE RIO HOTEL IN MONTE RIO--1920's



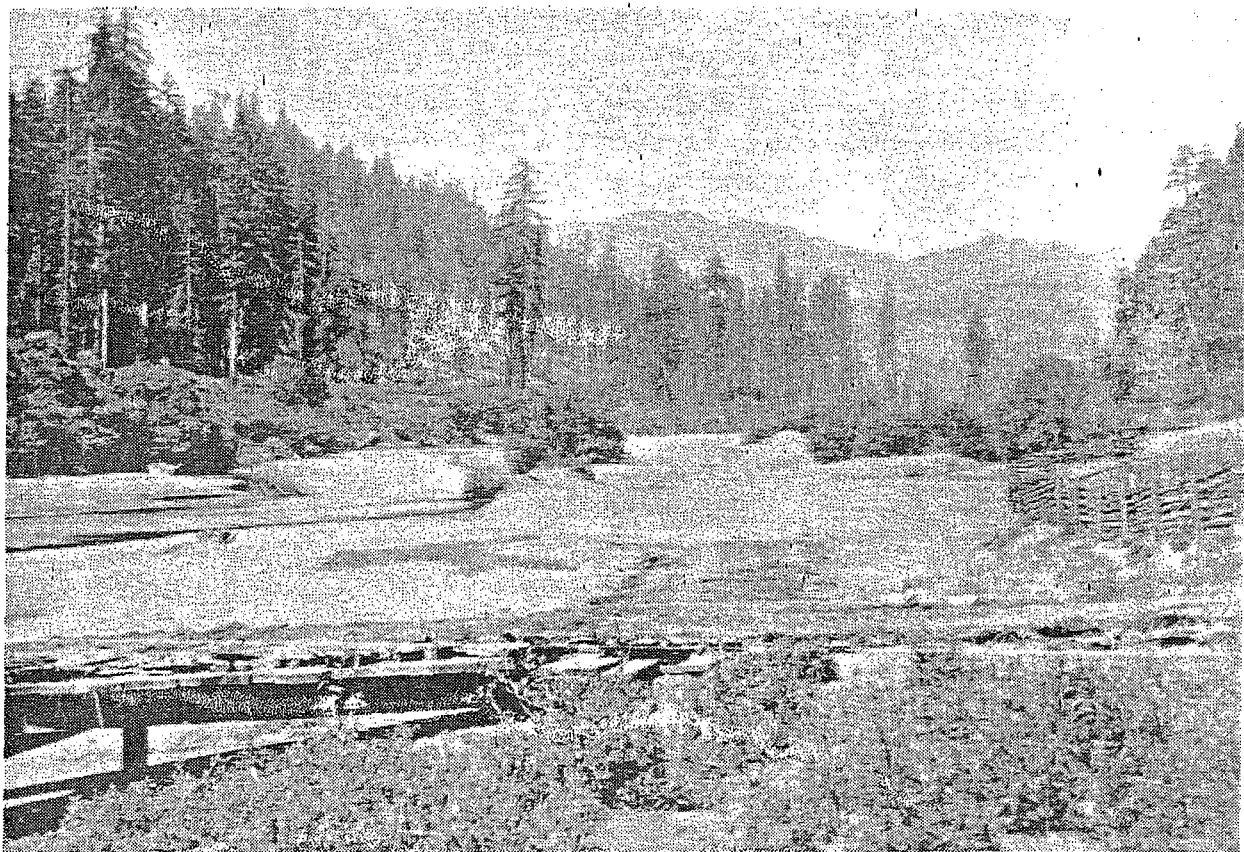
CAMP MEETING GROUNDS AT GUERNEWOOD PARK
TWO STORY BUNGALOW IN A REDWOOD TREE HOLLOW--1882



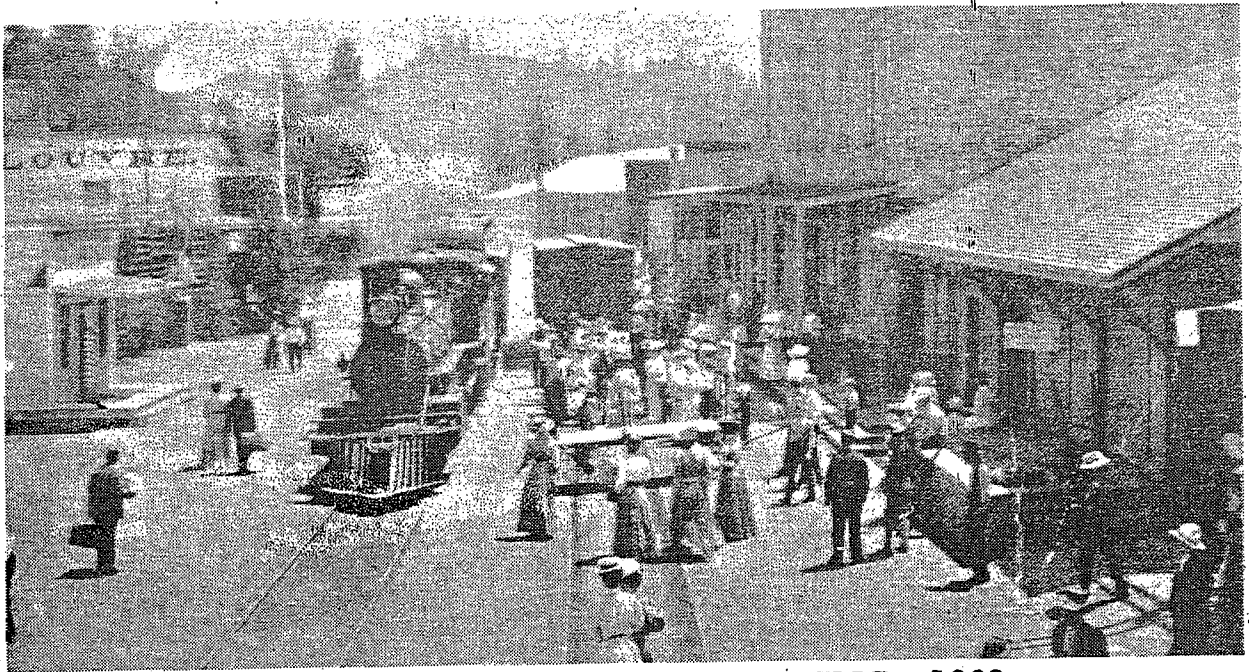
GUERNEVILLE IN 1873
LOOKING EAST ON FIRST STREET
WHITE BUILDING ON THE RIGHT
IS THE OLDEST REMAINING IN GUERNEVILLE



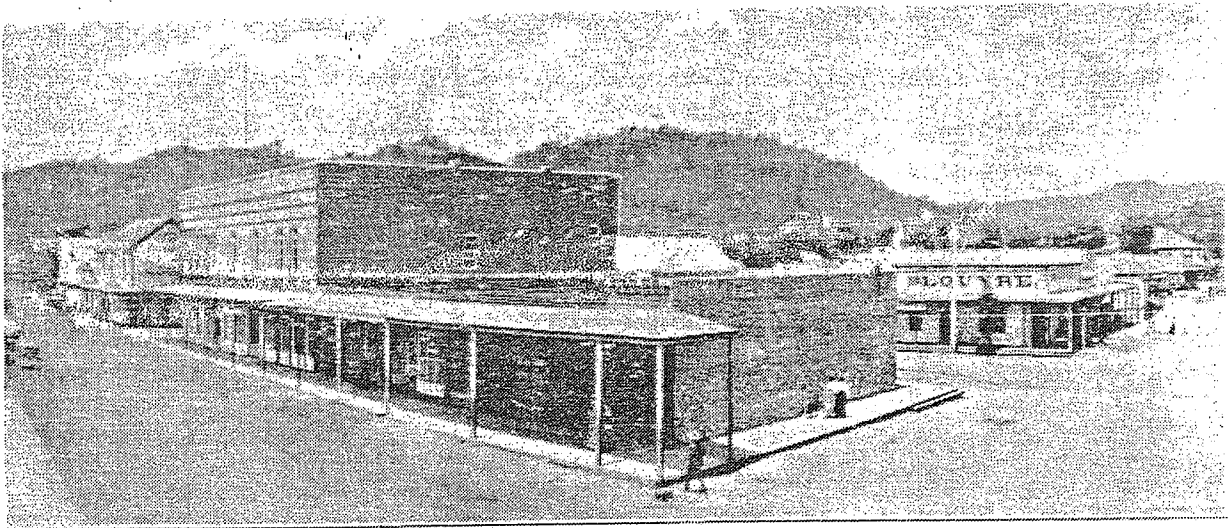
GUERNEVILLE IN 1873-75
LOOKING SOUTH AT TODAY'S MAIN INTERSECTION OF TOWN



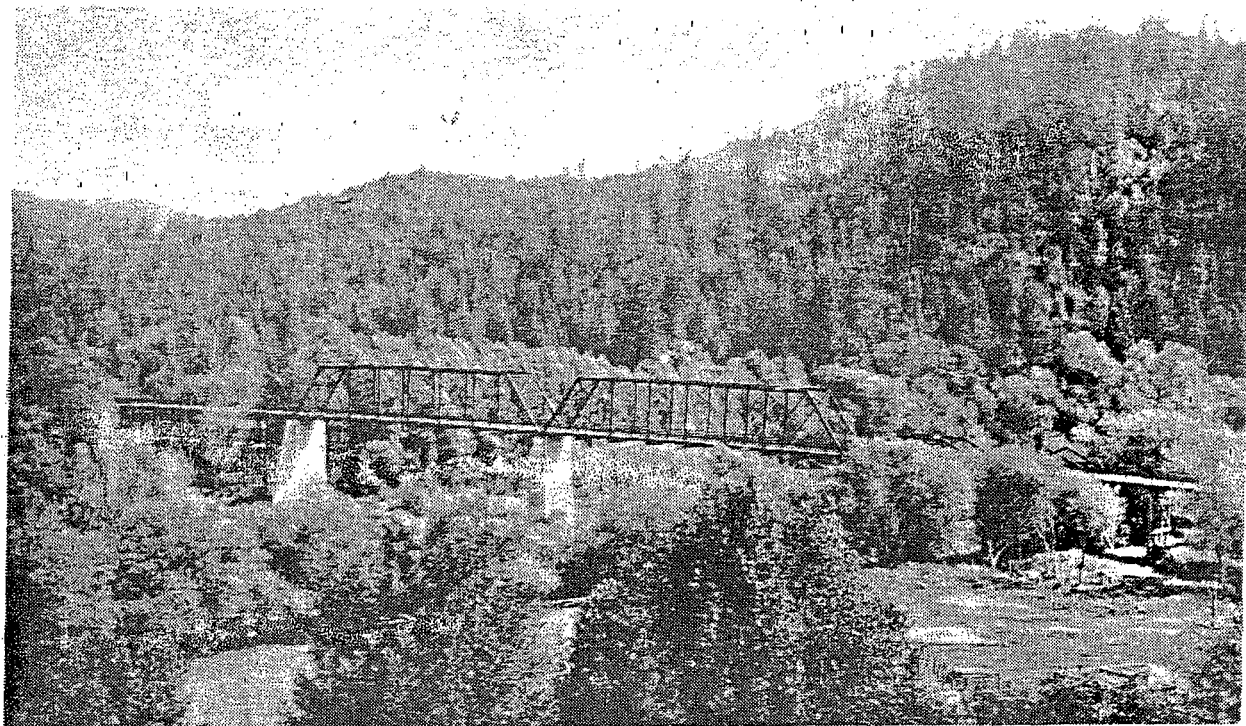
RUSSIAN RIVER IN GUERNEVILLE IN 1875 LOOKING UPSTREAM
THIS IS THE FUTURE SITE OF THE GUERNEVILLE BRIDGE BUILT IN 1922



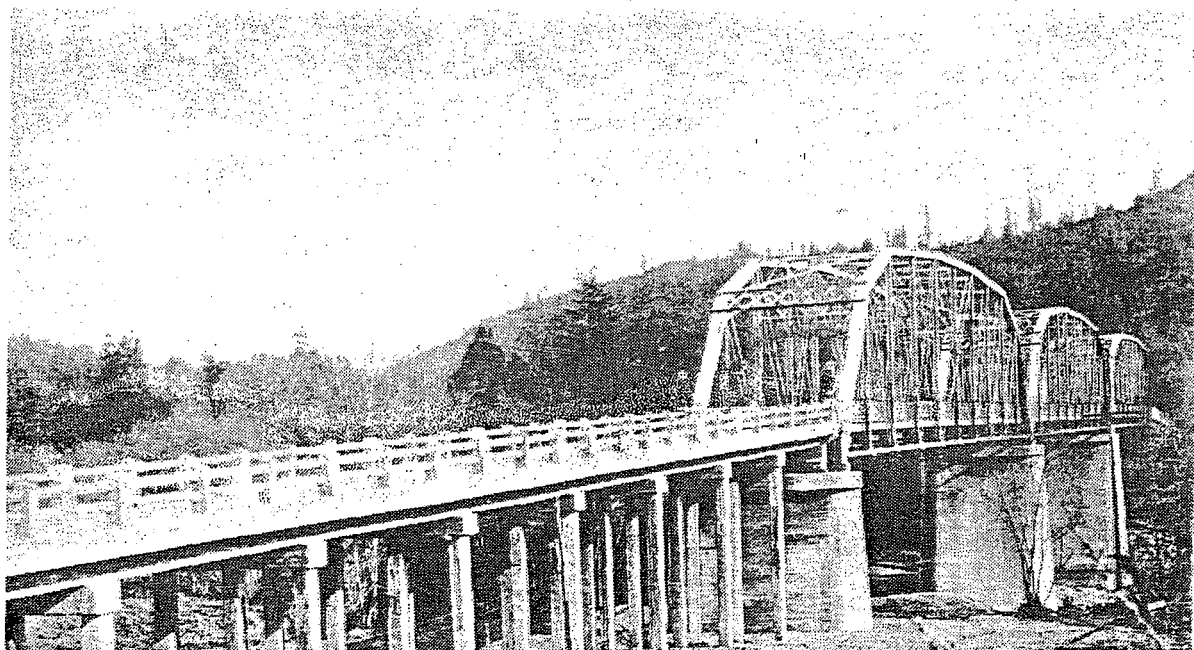
THE RAILROAD STATION IN GUERNEVILLE--1908



MAIN STREET AND CINNABAR AVENUE IN GUERNEVILLE--1908



THE RUSSIAN RIVER BRIDGE IN GUERNEVILLE--1913



THE RUSSIAN RIVER BRIDGE IN GUERNEVILLE--1923

COASTAL ZONE PLANTS AND ANIMALSPlants

Coast Redwood (*Sequoia sempervirens*)
Douglas Fir (*Pseudotsuga menziesii*)
Monterey Pine (*Pinus radiata*)
Bishop Pine (*P. muricata*)
Western Hemlock (*Tsuga heterophylla*)
Grand Fir (*Abies grandis*)
California Nutmeg (*Torreya californica*)
Tanoak (*Lithocarpus densiflorus*)
Red Alder (*Alnus rubra*)
Pacific Dogwood (*Cornus nuttallii*)
Madrone (*Arbutus menziesii*)
California Huckleberry (*Vaccinium ovatum*)
Red Huckleberry (*V. parvifolium*)
Thimbleberry (*Rubus parviflorus*)
Western Azalea (*Rhododendron occidentale*)
Coast Barberry (*Berberis pinnata*; / *Mahonia* /)
Canyon Gooseberry (*Ribes menziesii*)
Red Flowering Currant (*R. sanguineum*)
Deer Brush (*Ceanothus integerrimus*)
Blue Blossom (*C. thyrsiflorus*)
California Rhododendron (*R. macrophyllum*)
Western Sword Fern (*Polystichum munitum*)
Giant Chain Fern (*Woodwardia fimbriata*)
Licorice Fern (*Polypodium glycyrrhiza*)
Goldenback Fern (*Pityrogramma triangularis*)
Coastal Wood Fern (*Dryopteris arguta*)
Bracken Fern (*Pteridium aquilinum*)
Maidenhair Fern (*Adiantum jordanii*)
Five-finger Fern (*A. pedatum*)
Foliose Lichen (*Parmelia flaventior*)
Staghorn Lichen (*Letharia vulpina*)
Poison Oak (*Rhus diversiloba*)
Hairy Manzanita (*Arctostaphylos canescens*)
Slink Pod (*Scoliopus bigelovii*)
Western Trillium (*Trillium ovatum*)
Redwood Violet (*Viola sempervirens*)
Stream Violet (*V. glabella*)
Redwood Sorrel (*Oxalis oregana*)
Wild Ginger (*Asarum caudatum*)
Giant Horsetail (*Equisetum telmateia*)

Red Clintonia (*Clintonia andrewsiana*)
Fairy Lantern (*Disporum smithii*)
Fairy Bell (*D. hookeri*)
Pacific Starflower (*Trientalis latifolia*)
Pacific Bleeding Heart (*Dicentra formosa*)
Western Wood Anemone (*Anemone quinquefolia*)
Western Red Columbine (*Aquilegia formosa* v. *truncata*)
Western Coltsfoot (*Petasites palmatus*)
Miner's Lettuce (*Montia perfoliata*)
Slim Solomon's Seal (*Smilacina stellata*)
Giant Trillium (*Trillium chloropetalum*)
Hound's Tongue (*Cynoglossum grande*)
Yarrow (*Achillea millefolium*)
Red Larkspur (*Delphinium nudicaule*)
Wood Strawberry (*Fragaria californica*)
Mist Maiden (*Romanzoffia suksdorfii*)
Yerba Buena (*Satureia douglasii*)
Common Monkey Flower (*Mimulus guttatus*)
Wild Cucumber (*Marah fabaceus*)
Woodland Madia (*Madia madioides*)
Stream Orchid (*Epipactis gigantea*)
French Broom (*Cytisus monspessulanus*) (Introduced)
Bracken Fungi (*Polyporus* spp., *Ganoderma* sp.)

Mammals

Cougar (*Felis concolor*)
Bobcat (*Lynx rufus*)
Coyote (*Canis latrans*)
Long-tailed Weasel (*Mustela frenata*)
Raccoon (*Procyon lotor*)
Opossum (*Didelphis marsupialis*)
Striped Skunk (*Mephitis mephitis*)
Black Bear (*Euarctos americanus*)
Red Tree Mouse (*Phenacomys longicaudus*)
River Otter (*Lutra canadensis*)
Adorned Shrew (*Sorex ornatus*)
Grey Squirrel (*Sciurus griseus*)
Beechy Ground Squirrel (*Otospermophilus beecheyi*)
Flying Squirrel (*Glaucomys sabrinus*)
White-footed Deer Mouse (*Peromyscus maniculatus*)
Dusky-footy Wood Rat (*Neotoma fuscipes*)
Pocket Gopher (*Thomomys bottae*)
Broad-handed Mole (*Scapanus latimanus*)
Chimpunk (*Eutamias sonomae*)
Silver-haired Bat (*Lasionycteris noctivagans*)
Hoary Bat (*Lasiurus cinereus*)

Red Bat (*L. borealis*)
Hairy-winged Myotis (*Myotis volans*)
Long-eared Myotis (*M. evotis*)
Spotted Skunk (*Spilogale putorius*)
Ringtail (*Bassariscus astutus*)
Western Red-backed Mouse (*Clethrionomus occidentalis*)

Reptiles

Western Fence Lizard (*Sceloporus occidentalis*)
Western Skink (*Eumeces skiltonianus*)
Northern Alligator Lizard (*Gerrhonotus coeruleus*)
Gopher Snake (*Pituophis catenifer*)
Ring-necked Snake (*Diadophis amabilis*)
Common Kingsnake (*Lampropeltis getulus*)
Sharp-tailed Snake (*Contia tenuis*)
Western Garter Snake (*Thamnophis elegans*)
Western Pond Turtle (*Clemmys marmorata*)

Amphibians

Pacific Giant Salamander (*Dicamptodon ensatus*)
California Newt (*Taricha torosa*)
Rough-skinned Newt (*T. gramulosa*)
Orange Ensatina (*Ensatina eschscholtzi*)
Tiger Salamander (*Ambystoma tigrinum*)
California Slender Salamander (*Batrachoseps attenuatus*)
Black Salamander (*Aneides flavipunctatus*)
Pacific Tree Frog (*Hyla regilla*)
Red-legged Frog (*Rana aurora*)
Bull Frog (*R. catesbeiana*)

Birds

Golden Eagle (*Aquila chrysaetos*)
Sharp-shinned Hawk (*Accipiter striatus*)
Cooper's Hawk (*A. cooperii*)
Red-tailed Hawk (*Buteo jamaicensis*)
Great Horned Owl (*Bubo virginianus*)
Screech Owl (*Otus asio*)
Spotted Owl (*Strix occidentalis*)
Vaux's Swift (*Chaetura vauxi*)
Band-tail Pigeon (*Columba fasciata*)
Steller's Jay (*Cyanocitta stelleri*)
Scrub Jay (*Aphelocoma coerulescens*)
Great Blue Heron (*Ardea herodias*)

Downy Woodpecker (*Dendrocopos pubescens*)
Hairy Woodpecker (*D. villosus*)
Oregon Junco (*Junco oreganus*)
Spotted Towhee (*Pipilo erythrophthalmus*)
Brown Creeper (*Certhia familiaris*)
Olive-sided Flycatcher (*Nuttallornis borealis*)
Western Flycatcher (*Empidonax difficilis*)
Purple Martin (*Progne subis*)
Chestnut-backed Chickadee (*Parus rufescens*)
Osprey (*Pandion haliaetus*)
Red-breasted Nuthatch (*Sitta canadensis*)
Varied Thrush (*Ixoreus naevius*)
Hermit Thrush (*Hylocichla guttata*)
Kinglets (*Regulus* spp.)
Warblers (*Dendroica* spp.)
Western Tanager (*Piranga ludoviciana*)
Black-headed Grosbeak (*Pheucticus melanocephalus*)
Purple Finch (*Carpodacus purpureus*)
Chipping Sparrow (*Spizella passerina*)
Fox Sparrow (*Passerella iliaca*)
Water Ouzel (*Cinclus mexicanus*)

RIPARIAN OR STREAMSIDE WOODLAND

Plants

Western Bracken Fern (*Pteridium aquilina pubescens*)
Sword Fern (*Polystichum munitum*)
Gold Back Fern (*Gymnogramma triangularis*)
Arroyo Willow (*Salix lasiolepis*)
Black Willow (*S. nigra*)
Big Leaf Maple (*Acer macrophyllum*)
Oregon Ash (*Fraxinus latifolia*)
California Buckeye (*Aesculus californica*)
California Laurel or Bay (*Umbellularia californica*)
Fremont Cottonwood (*P. fremontii*)
Black Cottonwood (*P. trichocarpa*)
Creek Dogwood (*Cornus californica*)
Blue Elderberry (*Sambucus mexicana*)
Common Snowberry (*Symphoricarpos albus*)
Wild Grape (*Vitis californica*)
Wild Cucumber (*Marah fabacea*)
Western Wild Cucumber (*M. oreganus*)
Hoary Nettle (*Urtica holosericea*)
Common Spearmint (*Mentha spicata*)
Flowering Currant (*Ribes glutinosum*)
Common Rushes (*Juncus patens*)
Common Cattail (*Typha latifolia*)
Duckweeds (*Lemna* spp.)
Pacific Bullrush (*Scirpus pacificus*)
Wild Rose (*Rosa californica*)
California Blackberry (*Rubus vitifolius*)
Western Thimbleberry (*R. parviflorus*)
Poison Oak (*Rhus diversiloba*)
California Coffeeberry (*Rhamnus californica*)
Blue-blossom Ceanothus (*Ceanothus thrysiflorus*)
Madrone (*Arbutus menziesii*)
Monkey Flower (*Mimulus aurantiacus*)
Sages (*Salvia* spp.)
Thistles (*Centaurea* spp.)
Spiny Cocklebur (*Xanthium spinosum*)
White Alder (*Alnus rhombifolia*)
Coyote Bush (*Baccharis pilularis*)
Common Horsetail (*Equisetum arvense*)
Western Scouring Rush (*E. hyemale affine*)
Common Trillium (*Trillium sessile*)
Slim Solomon (*Smilacina sessilifolia*)
Miner's Lettuce (*Claytonia perfoliata*)
Curley Dock (*Rumex crispus*)
Rabbit's Foot Grass (*Polypogon monspeliensis*)

Insects

Water Striders (Gerris spp.)
Water Boatman (Cenocorixa spp.)
Back Swimmers (Notonecta spp.)
Giant Water Bugs (Belostoma spp.)
Toad Bugs (Gelastocoris spp.)
Dragonflies (Libellula spp.)
Damselflies (Zygoptera spp.)
Caddisflies (Trichoptera spp.)
Mayflies (Ephemeroptera spp.)
Dobsonflies (Megatoptera spp.)
Predaceous Diving Beetles (Dytiscidae)
Whirligig Beetles (Gyrinidae)
Water Scavengers (Hydrophilidae)
Mosquitos (Culex spp.)
Gnats (Chironomidae)
Black Flies (Simuliidae)

Miscellaneous Invertebrates

Freshwater Hydra (Hydra spp.)
Freshwater Sponges (Spongilla spp.)
Planaria (Euplanaria spp.)
Large water snails (Lymnaea spp.)
Small water snails (Physa spp.)
Sow bugs (Porcellio spp.)
Crayfish (Decapoda spp.)
Centipedes (Scolopendra spp.)
Millipedes (Diplopoda spp.)

THE VERTEBRATES OF MOIST WOODLANDS

Fish

Green Sunfish (Lepomis cyanellus)
Bluegill (Lepomis macrochirus)
Black Crappie (Pomoxis nigromaculatus)
Sacramento Perch (Archoplites interruptus)
Striped Bass (Morone saxatilis)
Largemouth Black Bass (Micropterus salmoides)
Smallmouth Black Bass (Micropterus dolomieu)
Rainbow Trout or Steelhead (Salmo gairdnerii)
Silver Salmon (Oncorhynchus kisutch)
Chinook Salmon (Oncorhynchus tshawytscha)

Pacific Lamprey (*Entocheilus tridentatus*)
Western Sucker (*Catostomus* sp.)
Hardhead (*Mylopharodon conocephalus*)
White Catfish (*Ictalurus catus*)
Mosquitofish (*Gambusia affinis*)
Sticklebacks (*Gasterosteus* spp.)
Sturgeon (*Acipenser* sp.)
Carp (*Cyprinus carpio*)
Greaser Blackfish (*Orthodon microlepidotus*)
Hitch (*Lavinia exilicauda*)
Sacramento Squawfish (*Ptychocheilus grandis*)
Splittail (*Pogonichthys macrolepidotus*)
Venus Roach (*Hesperoleucus venustus*)
Tule Perch (*Hysterothorax traskii*)
Sculpin (*Cottus* sp.)
Channel Catfish (*Ictalurus punctatus*)
Pink Salmon (*O. gorbuscha*)
Brook Lamprey (*Lompetra planeri*)
American Shad (*Alosa sapidissima*)

Amphibians

Red-legged Frog (*Rana aurora*)
Pacific Tree Frog (*Hyla regilla*)
Western Toad (*Bufo boreas*)
California Newt (*Taricha torosa*)
California Slender Salamander (*Batrachoseps attenuatus*)
Pacific Giant Salamander (*Dicamptodon ensatus*)
Tiger Salamander (*Ambystoma tigrum*)
Eschscholtz's Salamander (*Ensatina eschscholtzii*)
Black Salamander (*Aneides flavipunctatus*)

Reptiles

Common Garter Snake (*Thamnophis sirtalis*)
Western Garter Snake (*T. elegans*)
Western Ring-necked Snake (*Diadophis amabilis*)
Rubber Boa (*Charina bottae*)
Racers (*Coluber constrictor*)
Gopher Snake (*Pituophis catenifer*)
Sharp-tailed Snake (*Contia tenuis*)
California Mountain Kingsnake (*Lampropeltis zonata*)
Western Fence Lizard (*Sceloporus occidentalis*)
Northern Alligator Lizard (*Gerrhonotus coeruleus*)
Western Skink (*Eumeces skiltonianus*)
Western Pond Turtle (*Clemmys marmorata*)

Mammals

Western Gray Squirrel (*Sciurus griesus*)
Common Opossum (*Didelphis marsupialis*)
Raccoon (*Procyon lotor*)
Striped Skunk (*Mephitis mephitis*)
Vagrant Shrew (*Sorex vagrans*)
Ornate Shrew (*S. ornatus*)
Trowbridge Shrew (*S. trowbridgii*)
Little Brown Bat (*Myotis lucifugus*)
Pallid Bat (*Autrozous pallidus*)
Red Bat (*Lasiurus borealis*)
Dusky-footed Wood Rat (*Neotoma fuscipes*)
White-footed Deer Mouse (*Peromyscus maniculatus*)
Western Harvest Mouse (*Reithrodontomys megalotis*)
Botta Pocket Gopher (*Thomomys bottae*)
Long-tailed Weasel (*Mustela frenata*)
Black Rat (*Rattus rattus*)
Bobcat (*Lynx rufus*)
Muskrat (*Ondatra zibethica*)

Birds

Green Heron (*Butorides virescens*)
Black-crowned Night Heron (*Nycticorax nycticorax*)
American Bittern (*Botaurus lentiginosus*)
Wood Ducks (*Aix sponsa*)
Great Blue Heron (*Ardea herodias*)
American Kestrel (*Falco sparverius*)
Cooper's Hawk (*Accipiter cooperii*)
Red-tailed Hawk (*B. jamaicensis*)
White-tailed Kite (*Elanus leucurus*)
Violet-green Swallow (*Tachycineta thalassina*)
Tree Swallow (*Iridoprocne bicolor*)
Black Phoebe (*Sayornis nigricans*)
Western Flycatcher (*Empidonax difficilis*)
Hermit Thrush (*Hylocichla guttata*)
Robin (*Turdus migratorius*)
Varied Thrush (*Ixoreus naevius*)
Brewer Blackbird (*Euphagus cyanocephalus*)
Red-winged Blackbird (*Agelaius phoeniceus*)
Tricolored Blackbird (*A. tricolor*)
California Valley Quail (*Lophortyx californicus*)
Song Sparrow (*Melospiza melospiza melodia*)
Green-backed Goldfinch (*Spinus psaltria*)
American Goldfinch (*S. tristis*)
Pieolated Warbler (*Wilsonia pusilla*)

Bewick's Wren (*Thryonanes bewickii*)
House Wren (*Troglodytes aedon*)
Hutton's Vireo (*Vireo huttoni*)
Purple Finch (*Carodacus purpureus*)
Savanna Sparrow (*Passerculus sandwichensis*)
Brown Towhee (*Pipilo fuscus*)
Black-headed Grosbeak (*Hedymeles melanocephalus*)
Ruby-crowned Kinglet (*Regulus calendula*)
Western Bluebird (*Sialia mexicana*)
Chestnut-backed Chickadee (*Parus rufescens*)
Steller Jay (*Cyanocitta stelleri*)
Western Wood Peewee (*Myiochanes richardsoni*)
Red-shafted Flicker (*Colaptes cafer*)
Belted Kingfisher (*Megaceryle alcyon*)
Downy Woodpecker (*Dryobates pubescens*)
Hairy Woodpecker (*D. villosus*)
Bank Swallow (*Riparia riparia*)
Screech Owl (*Otus asio*)
Long-eared Owl (*Asio otus*)
Killdeer (*Charadrius vociferus*)
Mourning Dove (*Zenaidura macroura*)

THE SAVANNA AND GRASSLAND

Plants

Coast Live Oak (*Quercus agrifolia*)
Blue Gum (*Eucalyptus globulus*)
Monterey Pine (*Pinus radiata*)
Red Brome (*Bromus rubens*)
Soft Chess (*B. hordeaceus*)
Wild Oaks (*Avena fatua*)
California Oat Grass (*Danthonia californica*)
Velvet Grass (*Holcus lanata*)
California Needle Grass (*Stipa pulchra*)
Pine Bluegrass (*Poa scabrella*)
Western Melica (*Melica californica*)
Six-weeks Fescue (*Festuca megalura*)
Quaking Grass (*Brazillia major*)
Rye Grasses (*Lolium* spp.)
Fuller's Teasel (*Dipsacus fullonum*)
Napa Thistle (*Centaurea melitensis*)
Yellow Star Thistle (*C. solstitialis*)
Indian Thistle (*Cirsium edule*)
California Buckeye (*Aesculus californica*)
California Laurel (*Umbellularia californica*)
Coyote Bush (*Baccharis pilularis*)
Toyon (*Photinia arbutifolia*)
Poison Oak (*Rhus diversiloba*)
Grass Nut (*Brodiaea laxa*)
Blue Dicks (*B. capitata*)
Woolly Sedge (*Carex lanuginosa*)
Blue-eyed Grass (*Sisyrinchium bellum*)
California Poppy (*Eschscholzia californica*)
Miner's Lettuce (*Montia perfoliata*)
Russian Thistle (*Salsola kali*)
Monkey Flower (*Mimulus guttatus*)
Sticky Monkey (*Diplacus aurantiacus*)
Cow Parsnip (*Heracleum lanatum*)
Poison Hemlock (*Conium maculatum*)
Scarlet Pimpernel (*Anagallis arvensis*)
Nettleleaf Goosefoot (*Chenopodium murale*)
Mouse-ear Chickweed (*Cerastium viscosum*)
Lupines (*Lupinus* spp.)
California Buttercup (*Ranunculus californicus*)
Milk Maids (*Dentaria californica*)
White-stem Filaree (*Erodium moschatum*)
Red-stem Filaree (*E. cicutarium*)
Yellow Mustard (*Brassica campestris*)

Black Mustard (*B. nigra*)
Hedge Mustard (*Sisymbrium officinale*)
Shepherd's Purse (*Capsella bursa-pastoris*)
Henderson's Shooting Star (*Dodecatheon hendersonii*)
Milkweed (*Asclepias fascicularis*)
Baby Blue Eyes (*Nemophila menziesii*)
Pacific Aster (*Aster chilensis*)
Goldfields (*Baeria chrysostoma*)
Escobita Owl Clover (*Orthocarpus purpurascens*)
Wooly Painted Cup (*Castilleja foliolosa*)
Common Madia (*Madia elegans*)
Pearly Everlasting Flower (*Anaphalis margaritacea*)
Tidy Tips (*Lavina platyglossa*)
Sweet Fennel (*Foeniculum vulgare*)
Common Yarrow (*Arnica montana*)
Pampas Grass (*Cortaderia selloana*)
Big Quaking Grass (*Briza maxima*)
Little Quaking Grass (*B. minor*)
Ripgut Grass (*Bromus rigidus*)
Douglas Iris (*Iris douglasiana*)

Birds

Turkey Vulture (*Cathartes aura*)
American Kestrel (*Falco sparverius*)
Red-tailed Hawk (*Buteo jamaicensis*)
Swainson's Hawk (*B. swainsoni*)
Barn Owl (*Tyto alba*)
Great Horned Owl (*Bubo virginianus*)
Raven (*Corvus corax*)
Crow (*C. brachyrhynchos*)
Brewer's Blackbird (*Euphagus cyanocephalus*)
Night Hawk (*Chordeiles acutipennis*)
California Quail (*Lophortyx californicus*)
Barn Swallow (*Hirundo rustica*)
Cliff Swallow (*Petrochelidon phrrhonota*)
Bank Swallow (*Riparia riparia*)
Say Phoebe (*Sayornis saya*)
Robin (*Turdus migratorius*)
Western Bluebird (*Sialia mexicana*)
Pipit (*Anthus spinoletta*)
Red-winged Blackbird (*Agelaius phoeniceus*)
Tricolored Blackbird (*A. tricolor*)
Horned Lark (*Eremophila alpestris*)
Western Meadowlark (*Sturnella neglecta*)
Cowbird (*Molothrus ater*)
Bullock Oriole (*Icterus bullockii*)

PLANT AND ANIMAL SPECIES OF CONCERN

California Yellow-Billed Cuckoo (Coccyzus Americanus Occidentalis)
Laguna de Santa Rosa, 5 miles SE Sebastopol. Birds fairly common and nesting here. Listed rare by California Department of Fish and Game. Unlisted by the Federal government.

Osprey (Pandion haliaetus)
Duncan's Mill/Freezeout Road. Nesting in Redwoods. Nest reported over 50 years old. Unlisted species of concern.

Spotted Owl (Strix Occidentalis)
Willow Creek: Possible nesting pair.
Monte Rio/Bohemian Grove: Historic (1927) reports of nesting.
Guerneville/Armstrong Redwoods State Reserve: Sightings.
Queen's Peak/Palmer Creek: Nesting territory.
Unlisted species of concern.

California Freshwater Shrimp (Syncaris Pacifica)
Blucher Creek (tributary to Laguna de Santa Rosa). Currently know from 0.5 mile reach upstream and downstream from Knowles Corner to Bloomfield Road overpass. Endangered by California Department of Fish and Game. Federal candidate for listing.

Sonoma Alopecurus (Alopecurus Aequalis V. Sonomensis)
Guerneville Marsh, Ross March (1.4 mile SSW of Forestville),
Duncans Mills Marsh, Pitkin Marsh (NW of Sebastopol).
Federal cnadidate for listing. Unlisted by State.

Baker's Manzanita (Arctostaphylos bakeri)
Reported along Route 116, 2.2 miles west of Forestville,
0.8 mile east of junction with Green Valley Road. State:
Rare. Federal: Candidate.

Vinehill Manzanita (A. Densiflora)
Reported just east of Trenton-Forestville Road. Reported along Vine Hill School Road, 0.5 mile east of Vine Hill Road (California National Plant Society Preserve). Reported west of Vine Hill Road, 0.3 mile north of junction with Vine Hill School Road. Reported on Frei Brothers Ranch, Vine Hill.
Endangered by State; Federal candidate.

Ricon Manzanita (A. Stanfordiana SSP Repens)

Reported from Vine Hill area. Species of concern, unlisted by State and Federal governments.

Baker's Blennosperma (Blennosperma Bakeri)

Laguna de Santa Rosa. Federal candidate. Unlisted by State.

Swamp Harebell (Campanula Californica)

Reported from Perry Marsh, 1 mile NW of Sebastopol. Reported from Pitkin Marsh/Vine Hill region. Reported from Duncans Mills Marsh. Federal candidate; unlisted by State.

White Sedge (Carex Albida)

Reported from upper Pitkin Marsh. Endangered by State; Federal candidate.

Pitkin Marsh Paintbrush (Castilleja Uliginosa)

Reported from Trembley Marsh, NW of Pitkin Marsh. Endangered by State; Federal Candidate.

Vine Hill Clarkia (Clarkia Imbricata)

Reported near Vine Hill School Road to NE to school on CNPS preserve. Endangered by State; Federal candidate.

Pitkin Marsh Lily (Lilium Pitkinense)

Reported from Pitkin Marsh and Cunningham Marsh, south of Sebastopol. Endangered by State; Federal candidate.

Cunningham Marsh Meadowfoam (Limnathes Vinculans)

Scattered around Laguna de Santa Rosa and adjacent plains, ditches, ponds, etc. Reported at Cunningham Marsh and Blucher Creek, 1 mile SW of Cunningham Station. Endangered by State; Federal candidate.

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torical photographs and information

Arnold Wallen--Duncans Mills historian

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#27

BS Resolution No. 88-0847
May 24, 1988

Sonoma County Administration Building,
Santa Rosa, California

Highway 116/Lehtinen

RESOLUTION OF THE BOARD OF SUPERVISORS, COUNTY OF SONOMA, STATE OF CALIFORNIA ADOPTING THE NEGATIVE DECLARATION AND RECOMMENDING TO THE CALIFORNIA DEPARTMENT OF TRANSPORTATION'S TRANSPORTATION ADVISORY COMMITTEE OFFICIAL DESIGNATION OF HIGHWAY 116 AS A STATE SCENIC HIGHWAY FROM THE SOUTHERN CITY LIMITS OF THE CITY OF SEBASTOPOL TO ITS INTERSECTION WITH HIGHWAY 1 NEAR JENNER, USING AS A GUIDE TO RETAINING THE SCENIC QUALITIES OF THE HIGHWAY 116 SCENIC CORRIDOR THE HIGHWAY 116 SCENIC HIGHWAY STUDY AS RECOMMENDED BY THE SONOMA COUNTY BOARD OF SUPERVISORS

WHEREAS, pursuant to a request by the Board of Supervisors that the State officially designate Highway 116 a State Scenic Highway, staff from Cal Trans, in cooperation with a citizens committee appointed by the Board of Supervisors and staff from the Sonoma County Planning Department, has prepared a draft Highway 116 Scenic Highway Study, proposing official designation for the portion of Highway 116 from Cotati to Highway 1, and

WHEREAS, a Negative Declaration was prepared and published in local newspapers in accordance with State law and guidelines for noticing, and

WHEREAS, the Planning Commission held public hearings on the environmental document and the Highway 116 Study, and

WHEREAS, the Planning Commission recommended changes in the draft study report, including that official designation should be from the southern city limits of Sebastopol to Highway 1, deleting the Sebastopol to Cotati segment of Highway 116, and

WHEREAS, the Board of Supervisors held duly noticed public hearings on the Negative Declaration and draft study report in accordance with the provisions of law, and

WHEREAS, the Board has reviewed and accepted the recommendations of the Planning Commission, and

WHEREAS, the Board makes the following findings:

1. The official designation of Highway 116 as a State Scenic Highway is consistent with the Sonoma County General Plan;
2. The segment of Highway 116 from Sebastopol to Cotati is not sufficiently scenic to merit official State designation as a Scenic Highway.

NOW, THEREFORE BE IT RESOLVED that the Sonoma County Board of Supervisors hereby adopts the Negative Declaration as being completed in compliance with CEQA, and with State and County CEQA guidelines and certifies that it has reviewed and considered the information contained therein, and

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BS Resolution No.
Highway 116/Lehtinen

BE IT FURTHER RESOLVED that the Sonoma County Board of Supervisors recommends official State recognition of Highway 116 as a State Scenic Highway from the southern city limits of Sebastopol to Highway 1 near Jenner, using as a guideline for preserving the scenic qualities of the scenic corridor the Highway 116 Scenic Highway Study as recommended by the Board of Supervisors.

THE FOREGOING RESOLUTION was introduced by Supervisor _____.

SUPERVISORS VOTE:

NICHOLAS:

CARPENTER:

RUDEE:

ESPOSTI:

HARBERSON:

AYES: 5

NOES: 0

ABSENT: 0

ABSTAIN: 0

SO ORDERED.